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號九千七百七十一第

日四初月二年卯乙

HONGKONG, FRIDAY, MARCH 19TH, 1915.

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 10 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
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Every Quarter-Hour.
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11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
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TEMPORARY TIME TABLE
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Changchun (R.M.S. Train) ...	Changchun (R.M.S. Train) ...	Changchun (R.M.S. Train) ...	Changchun (R.M.S. Train) ...	Dairen (R.M.S. Train) ...	Dairen (R.M.S. Train) ...	Dairen (R.M.S. Train) ...	Dairen (R.M.S. Train) ...
7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.
11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 p.m.	11.45 p.m.	11.45 p.m.	11.45 p.m.
2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.
5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.

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[6]
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[31-2]

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[304]

HONGKONG LEGISLATIVE
COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

His Excellency THE GOVERNOR, Sir FRANCIS HENRY MAY, K.C.M.G.

His Excellency MAJOR-GENERAL F. H. KELLY, C.B. (General Officer Commanding Troops).

Hon. Mr. CLAUD SEVERN (Colonial Secretary).

Hon. Mr. J. H. KEMP (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. S. B. C. ROSS (Secretary for Chinese Affairs).

Hon. Mr. C. Mol. MESSER (Captain Superintendent of Police).

Hon. Mr. WEI YUE, C.M.G.

Hon. Mr. E. A. HEWITT, C.M.G.

Hon. Mr. D. LANDAIE.

Hon. Mr. E. SHELLIM.

Hon. Mr. LAU CHU PAK.

Mr. A. G. M. FLETCHER (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table Financial Minute No. 5, and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table the report of the Finance Committee held on the 11th March, and moved that it be adopted.

The COLONIAL TREASURER seconded, and the motion was agreed to.

DECLARATION OF GOODS ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled, "An Ordinance to provide for Declarations of ultimate destination in respect of goods wares, and merchandise to be exported to certain places, and for the furnishing of Export Manifests." In doing so he said—Sir, generally speaking, it is illegal for any person in British territory to deal with any person in enemy territory. Recently, that general prohibition has had to be fortified by particular provisions aimed at stopping trade in goods between our territory and enemy territory.

That trade, of course, may be trade in goods coming from an enemy territory to ours, or may be trade in goods going from our territory into enemy territory. These provisions have been introduced in the United Kingdom, and they are now, Sir, in course of being introduced into this Colony. This day fortnight an Ordinance was passed intituled "Certificates of Origin Manifests," which dealt with one half of the trade now referred to; that is, trade in goods coming from enemy territory to Hongkong, and that Ordinance required that any goods coming from the neutral countries in Europe which might be suspected of coming from Germany or Austria should be provided with Certificates of Origin signed by British Consuls at the port of shipment. This Bill, Sir, is intended now to deal with the other half of the trade; that is, trade in goods going from Hongkong to countries adjacent to enemy territory which might possibly be suspected of having enemy destination, and the procedure which has been adopted with a view to preventing illegal trade is to require that all goods going from this Colony to places adjacent to enemy territory shall be exported from Hongkong only after a permit has been furnished by the Superintendent of Imports and Exports, and that permit can only be given upon exporters making a declaration with respect to the ultimate and real destination of the goods, and also upon their satisfying the Superintendent of Imports and Exports that they are not engaged in illegal trade, and that the goods are not going to enemy territory.

The prohibition of exports without a permit applies, of course, only to the countries and places specified in the first Schedule of the Bill, and that Schedule reads as follows:—"Every place in Europe or on the Mediterranean, or Black Sea, with the exception of those situated in Russia, Belgium, France, Spain, Portugal, the United Kingdom, or any British possession or Protectorate." Those, shortly, may be described as neutral countries in Europe which are not enemy countries, and any goods going to these places must have a permit before they can be exported. The permit, as I said, Sir, can only be

given on a declaration of ultimate destination being made by the exporter, and upon his satisfying the Superintendent of Imports and Exports with regard to any enquiries that official may think it desirable to make. The Bill also provides that the declaration of ultimate destination must be given by some person who is acquainted with the facts, and who has personal and first-hand knowledge of them. The Ordinance, as provided, covers not only goods which have their origin in this Colony, and goods which are transhipped here, but also covers goods which pass through the waters of the Colony without transshipment. It was thought desirable to have power to deal with such goods if necessary, but it is proposed, Sir, to make an Order-in-Council in this Council, when this Bill becomes law, exempting from the operation of the law—as to what is destination—any cargo which merely passes through here in transit without transshipment. The Bill also provides that ship-owners or shipping agents must furnish to the Superintendent of Imports and Exports manifests of all the goods which are exported by their ships. That, of course, is necessary to enable the authorities to see whether any goods have been exported which ought to have been furnished with permits. The Bill also provides that in any proceedings against any person for a breach of the law in connection with the cargo in question, the appearance on the manifests of the cargo in question shall be *prima facie* evidence that it was exported by the ship upon whose manifest it appears. Of course, it will be open to the defendants to prove that it was not exported by their ship, but until they can satisfy the Court otherwise the appearance and the record on the manifest will be *prima facie* evidence against them.

From these sections imposing on ships the obligation to furnish manifests it is proposed, Sir, to exempt, by an Order-in-Council, certain local shipping—river steamers, steamships under 50 tons net register, and motor-launches. They only apply to ocean-going steamers. The Bill also proposes to give power to the Superintendent of Imports and Exports to seize and detain any goods, wares, and merchandise which may have been exported from any British possession in contravention of the law in force there. That was thought desirable because this same law, and that now proposed to be introduced, has the same effect throughout the British Dominions, and it seems desirable that if goods were exported from another British possession in contravention of the law there, the power is here to seize and detain the goods if they happen to reach this Colony. I beg, Sir, to move the second reading.

Hon. Mr. HEWITT—Sir, I should like to ask the Hon. Attorney-General to make one point clearer than he has done in the illuminating speech he has just made. He speaks of cargo being exported from this Colony, and I should like the Attorney-General to tell us definitely whether we have or have not—I am speaking now as a shipping agent, Sir—to produce manifests of all cargo which is on board a ship in transit for transshipment here. Do these documents apply to cargo exported from Shanghai to Singapore, or Yokohama to London? I should be very glad, Sir, if the Hon. Attorney-General would tell us definitely whether we have, or have not, to provide the Hongkong Government with all the documents concerning every package on board all the ships that happen to come into the harbour. That is a very important point, and means an enormous amount of extra work and expense to shipping Companies who have to do this. Of course, we are quite prepared to meet that. We only want to understand distinctly what is, or is not, required of us.

The ATTORNEY-GENERAL—I ought to have explained, Sir, that it will be necessary for shipping Companies to furnish manifests of all the cargo carried out of the Colony on their ships, whether that cargo be put on board here, or whether it is on board when the ship comes into the Harbour and is merely passing through—all cargo of any kind passing out of the Colony.

Hon. Mr. HEWITT—That, Your Excellency, is the point I wanted to make quite clear, because it affects us very greatly. Council then went into Committee to consider the Bill clause by clause.

On Clause 10, The ATTORNEY-GENERAL—I beg to move, Sir, that after the words "proceeded against," in the fourth line of this Clause, the following words shall be inserted:—"In this or any other Ordinance." The COLONIAL SECRETARY seconded. On Council resuming, The ATTORNEY-GENERAL reported that the Bill had passed through Committee with slight amendment, and he moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was then read a third time and passed.

ALLEN ESTIMATES (WINDING-UP) ORDINANCE, 1914.

The ATTORNEY-GENERAL—I beg to propose, Sir, that the next item on the Orders of the Day be discharged. It is proposed to withdraw the Bill which is before the Council and to re-introduce the provisions which appear there in the form of a new Bill. This is done for convenience, because the Bill, as it at present stands, has been considerably altered from its original form. In the new Bill it is proposed to introduce, there will be at least one additional clause, but otherwise the Bill will be the same as that which is now being withdrawn.

The COLONIAL SECRETARY seconded, and this was agreed to.

His Excellency—Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Secretary presiding.

PUBLIC WORKS.

The Governor recommended the Council to vote a sum of three thousand dollars (\$3,000), in aid of the vote Public Works, Extraordinary, Hongkong, Water Works, Bonham Road Pumping Station.

The CHAIRMAN—It has been necessary to bring this finance minute before the Committee. The cost of the Bonham Road Pumping Station has been \$74,674, and the amount of the approved estimate was \$74,000, so there has been an excess of \$674. It was expected that a sum of something like \$68,000 or \$67,000 would be expended last year. As a matter of fact, a sum of only \$64,674 was expended, and therefore the amount required to complete the work this year, \$7,000, is \$3,000 less than is needed. Therefore, it has been necessary to provide an extra \$3,000 to complete the work. It is not \$3,000 additional to what is provided, but \$674 additional. The vote was agreed to.

THE VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

PARADE.—All members of A, B, and C Companies who are not actually on duty with the Main or Peak Guards are to parade on the Cricket Ground at 5.35 p.m. to-day (Friday). Dress, drill order.

UNIFORM.—Members requiring caps must attend personally at Volunteer Headquarters and sign the issue book before taking them away. Cap badges will be issued as soon as they are made.

REVERSION.—Lt.-Col. J. F. Wright reverts to Private at his own request.

W. L. CARTER, Capt.,
Adjutant, H.K.V.R.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

TRANSFER.

1.—1778 Pte. C. L. Howell from H.K.V.R. to Engineer Co., dated 18th March, 1915.

PARADES.

2.—Parades for Friday, 19th instant.
5.15 p.m. Left Section M.G. Co.: 10 p.m. Specialists instruction at Headquarters. Sergt. McCutbin will attend.
Remainder: Nil.

DETAIL.

3.—On duty at Volunteer Headquarters and Mount Austin Barracks until 7 a.m. on 20th March, 1915: H.K.V.R.
To furnish Guard:—AT VOLUNTEER HEADQUARTERS.
7 a.m. to 7 p.m. 20th inst.: No. 2 Section Artillery Battery.
7 p.m. 20th to 7 p.m. 21st inst.: Right Section M.G. Co.
7 p.m. 21st to 7 p.m. 22nd inst.: Centre Section M.G. Co.
7 p.m. 22nd to 7 p.m. 23rd inst.: Civil Service Company.
AT MOUNT AUSTIN BARRACKS.
7 a.m. to 7 p.m. 21st inst.: No. 2 Section Artillery Battery.
7 p.m. 21st to 7 p.m. 22nd inst.: No. 2 Section Artillery Battery.
7 p.m. 22nd to 7 p.m. 23rd inst.: No. 2 Section Artillery Battery.G. E. CREWART, Capt.,
Adjutant, H.K.V.C.

SPECIAL POLICE RESERVE.

The first British Company will parade with their Winchester to day, Friday, the 19th March, at 5.30 p.m. at the Central Police Station.

The following members of the first British Company are warned to attend on the Peak Range on Saturday the 20th March at 2.30 p.m. for musketry under Inspector Potter:—

Backhouse, J. H. Hooper, C. A.
Bunje, H. F. Ireson, A.
Bailey, W. S. Kennedy, F.
Bird, G. T. Packham, R.
Browne, H. D. Ramsay, T.
Chimchen, S. J. Robertson, T. W.
Doughty, D. Rosser, F. E.
Gaskell, W. H. Reynolds, C. M. W.
Gibson, A. Tally, T.
Grimble, G. Watt, G.
Hynes, T.

Sergeants Lammert and Mason will also attend.

F. C. JENKIN,
A.S.P. (Reserve).

A Swiss who recently spent 25 days in Germany stated to an interviewer in Paris on February 13th:—"Complete confidence reigns in Prussia, but there is some alarm in Baden over the French advance in Alsace. Saxony is confident, whereas Wurtemberg is uneasy, and Bavaria is depressed. The Prussians say: 'We will have Warsaw and finish Russia off this month.' We will have Calais by Easter, make a favourable peace with France, and then occupy the French ports until the struggle with Great Britain is concluded. We will sign a peace treaty in London in July or August, and then Great Britain will become a German colony."

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL
WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER Co.,
LTD., OSAKA.By appointment to the Imperial Household
of Japan, Officially Recommended by the
Medical Colleges of The Imperial Universities
of Tokyo and Kyoto.

(SAMPLES FREE)

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

[12]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[328]

NOTICE.

AN OPERETTA

ENTITLED THE

ENCHANTED GLEN

will be performed by the Pupils of the
FRENCH CONVENT,
FRIDAY AND SATURDAY, 19TH AND 20TH,
AT 4 P.M.

ADMISSION:

Adults: \$1.00. Children: 30 Cents.
The Proceeds will be Devoted to the Relief of
War Victims.Lady May has kindly consented to distribute
the Oxford Certificates on the 19th.
Hongkong, 5th March, 1915.

FOR SALE.

ONE STOCK ANCHOR, about 5 tons
and 150 FATHOMS of 2 1/2 inch CHAIN
with Shackles Complete. Condition good as new.
Apply—LLOILO PILOTS' ASSOCIATION,
Lloilo, P.I.
Hongkong, 6th March, 1915. [379]

FOR SALE.

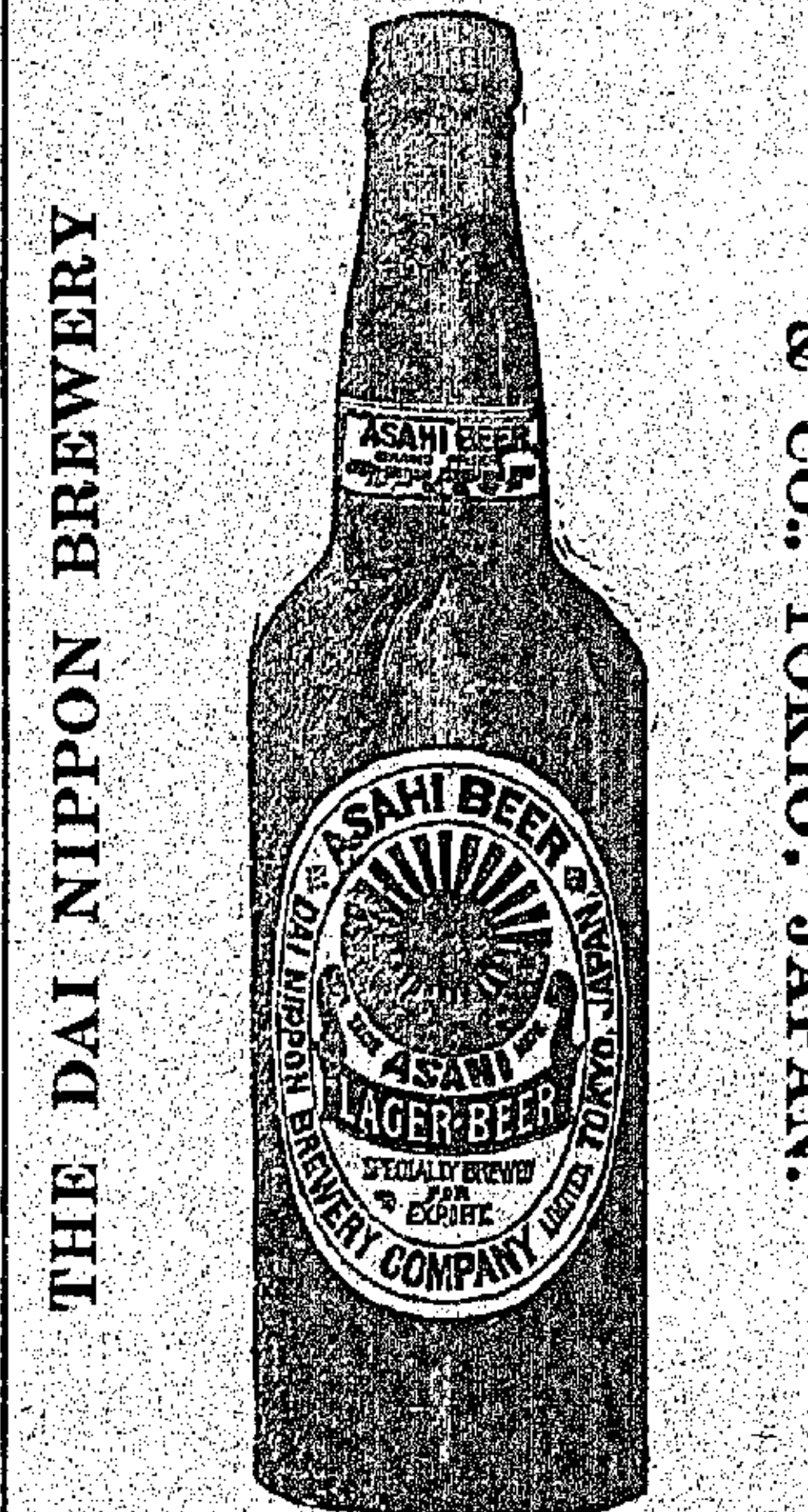
GREAT VARIETIES OF
PICTORIAL WAR POST
CARDS.

GRACA & CO.

CAINE ROAD, No. 11A.

Hongkong, 17th March, 1915. [103]

ASAHI BEER.



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

[381]

S. CO. TOKIO, JAPAN.

THE DAI NIPPON BREWERY

COMPANY MEETING.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The forty-sixth ordinary meeting of the above was held at the offices of Messrs. Jardine, Matheson & Co., Ltd. (General Managers), yesterday. The Hon. Mr. D. Landale (Chairman) presided, and those also present were—Sir Paul Chater, C.M.G., Messrs. F. Maitland, C. S. Gubbay, and G. W. Barton (Directors), Hon. Mr. H. E. Pollock, K.C., Capt. W. E. Clarke, and Messrs. G. K. Haxton, H. W. Looker, Ho Fook, C. C. F. Cunningham, A. C. Davidson, C. Osmond, A. H. M. da Silva, J. M. C. Basto, J. M. Alves, E. J. Chapman, with the Secretary, Mr. L. N. Leefe.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen, It gives us satisfaction to come before you to-day with so good a report on the year's operations as that which has been in your hands for some days, and which, therefore, I propose, with your permission, to take as read, in accordance with custom.

The past year has certainly not, I think, been productive of any diminution in fire waste in the areas where our operations are chiefly conducted; Bombay especially has been the scene of extensive fires in the district devoted to cotton storage, but we have been on the whole fortunate, and our share in the losses which have occurred has not been to an extent to cause anxiety. The premium income, you will notice, shows the discovery of fresh sources of revenue, and the cost of the business as a whole is very moderate. In this connection, I should state that your Consulting Committee entertained no doubt that they were acting in accordance with the wishes of shareholders when they yielded to the applications for support to the Prince of Wales' Fund by contributing, on behalf of the Company the sum of £250, which, at the rate of exchange then ruling, cost £2,507.02. This sum, together with the expenses attendant upon the revision of the Articles of Association and acquiring extended powers under the Company's Memorandum, has been debited to the charges for the year 1914, and affords the reason for that figure being larger than usual. At one time, it might have been thought that the provision which has been made from the profits of previous years to withstand depreciation in investments, due to exchange or market influences, might have been called upon this year. It will be seen, however, from the investment and exchange fluctuation account, that this has not been the case; in fact the sum standing at credit of that account is rather larger than a year ago. Our securities have all been written down to the official rate ruling on 31st December last, where one has been obtainable, where it has been impossible to obtain one then at the rate ruling on 31st December, 1913, or at purchase price if bought since. Such sterling securities as we have are of the most stable kind and show a very slight loss, which is more than made up by the lower rate of exchange ruling when the accounts were closed. Our compulsory deposit in Japan shows a decline in value, but this, also, is more than offset by exchange. The heaviest handicap that we have had to deal with has been due to the adverse rate of exchange which has lately made itself apparent between Shanghai and Hongkong. This is a new feature altogether which, if not remedied, will impose a very great difficulty on all local companies trading with the North. We, of course, derive a large portion of our premium income from the North, and in addition have substantial sums invested in debentures and other desirable securities in Shanghai. An alteration, therefore, of the rate of exchange from the normal basis of seventy-three to seventy-four taels the hundred dollars to seventy-eight or seventy-nine, means a very heavy loss to us and renders it impossible to employ the profits from the North for the purpose of the Company's needs in Hongkong. But for this there would have been a large profit on the book value of our assets this year. The surplus of \$377,959.20 which we have to deal with has not, I think, been exceeded in the Company's experience. It enables us to maintain our usual dividend of \$57 per share, and to make the substantial addition to the reinsurance fund of \$161,959.20, and I hope these recommendations meet with your approval. The reserve fund now equals the uncalculated capital of the Company, and we feel disposed to leave it at that until the reinsurance fund has made rather more headway than at present. In view of this favourable report and the satisfactory state generally of the Company's affairs, the Consulting Committee advocate the payment to the staff of a bonus of 10 per cent. upon their salaries, which I hope you will approve of. I cannot close my remarks without a reference to the war, which overshadows all. I do not attempt to forecast, but it seems only reasonable to be prepared for a diminution in the income we derive from certain centres. This, if the case, will affect the figures to be published next year, but I have every reason to hope that any loss of this nature will be offset by fresh sources of revenue. I now have pleasure in proposing that the report and accounts as presented, including the appropriations recommended, and the bonus to staff, be adopted and passed, and after this resolution has been seconded it will be before the meeting for discussion.

There were no questions, whereupon The Chairman moved the adoption of the report and accounts.

The Hon. Mr. Pollock seconded, and said—I have very great pleasure in seconding the motion which has just been proposed by our Chairman. As the Chairman has pointed out to us, the figures before us are of a very satisfactory character, representing, I think, a record in the history of this Company. And I think the shareholders must consider it very satisfactory that whilst maintaining the previous dividend of \$55 per share, we are able to pass such a handsome sum as addition to the reinsurance fund. With these remarks, gentlemen, I beg to second the Chairman's proposal.

The Chairman then put the motion to the meeting and it was unanimously carried.

Mr. Looker proposed, and Mr. Ho Fook seconded, the re-election of Sir Paul Chater, Messrs. G. W. Barton, F. Maitland, and C. S. Gubbay as members of the Consulting Committee.

This was unanimously agreed to. Capt. CLARKE proposed, and Mr. HAXTON seconded, the appointment of Messrs. H. Percy Smith and A. R. Lowe as auditors to the Company until the next ordinary meeting, at a remuneration of \$400 each.

This was unanimously agreed to. The Chairman—That is all the business gentlemen; thank you for your attendance. Dividend warrants will be ready to-morrow, and may be obtained on application.

SHIPPING NOTES.

The Blue Funnel steamer *Leion* shortly after leaving Kobe for Manila, lost a propeller and was consequently two days late in reaching Manila.

A new P. and O. steamer to be called the *Kashmir*, the seventh of the new 9,000-ton "K" class, has just been launched from the builders' yard at Greenock. These vessels are intended for the company's intermediate passenger services to Calcutta and the Far East respectively.

It is announced by the Foreign Trade department of the Chamber of Commerce at San Francisco that arrangements have been under way and are nearing completion for a new and greatly improved steamship service between San Francisco and Java. The proposed service will considerably shorten the time between this port and the East Indies, and it is probable that it will ultimately include a direct line of steamers between San Francisco, Manila and East Indian ports. Although announcement of the name of the concern which is to take up the new service has not yet been made, says a San Francisco paper, it is stated by local shipping men that it will probably be the Robert Dollar Steamship Company.

A Japanese weekly journal published in Tientsin has the following to say regarding Messrs. Butterfield & Swire *versus* the Haiho Conservancy Board:—Messrs. Butterfield & Swire have brought a suit for damages against the Haiho Conservancy Board *re* the Company's steamers *Tungchow*, *Fengtich*, and *Kashmy*, all of which were recently ice-bound in the Haiho. Messrs. Butterfield & Swire say that they despatched these vessels from Shanghai to Tientsin upon receipt of news that the port of Tientsin was accessible to vessels in spite of ice-blocks. This, however, they allege was not borne out by the facts. They went up the river with difficulty and when they reached Tungku, they were bound by ice at that port for nearly three weeks. While lying idle alongside Tungku Wharf, they were obliged to pay a berthing fee of 11a. 200 each per day. The firm contend that all the losses have been caused through the carelessness of the Board and that such losses should be made good by the Board.

A shipping contemporary draws attention to the changes which have taken place during the past year in the relative position occupied by the various steamship companies in respect of tonnage. The British India and Ellerman Lines still retain, respectively, first and second places. The former undertaking, however, has lost some of its lead, its present tonnage being 889,810 tons, as compared with 713,087 tons twelve months ago, while the latter has increased its aggregate from 693,123 tons to 642,561 tons. The third place, which a year ago was occupied by the P. & O. Company, is now taken by the White Star Line, whose increase of tonnage from 487,097 to 569,067 has enabled it also to outstrip Messrs. Alfred Holt & Co. The Furness Line remains sixth on the list, but Messrs. Elder, Dempster & Co., who were seventh last year, have gone down three places, having been displaced by the Royal Mail Steam Packet Company, the Union-Castle Line and the Cunard Line.

The *Manchurian Daily News* (Dairen) remarks that steamer freights on cargoes from various Oriental ports, comprising Shanghai, Kobe, Dairen, Vladivostok, etc., to Europe are in ordinary times quoted at 26 to 42 shillings per ton for regular liners and about 20 per cent. cheaper for tramp vessels. The amount of beans and other cereals for shipment from Oriental ports, especially from Dairen and Vladivostok, is very large this year, the total tonnage of these cargoes which has been contracted for export from the above-mentioned two ports during the current month being estimated roughly at 200,000. In consequence, a dearth of Japanese tramp vessels of the larger type is being acutely felt. The tramp vessels are charging rates higher by 40-60 per cent. than those asked by the regular liners, and still find more cargoes than they can conveniently handle. The comparison of rates, as quoted on March 1st, is as follows:—

Tramp Rates	Liner Rates	From Dairen	From Kobe
Rice	75s.	30s.	
Seeds (from Shanghai) ..	72s.	36s.	(Deferred rebate) of 10 per cent.
Beans	70s.	42s.	

The present fight of rates is indeed unprecedented and indicates what a brisk demand for cereals from Europe is being kept up.

YACHTING. RACES IN AID OF THE BELGIAN RELIEF FUND.

The following are the Handicaps for the Yacht Races, which are being held on the 27th inst. and 5th proximo under the auspices of the Royal Hongkong Yacht Club assisted by the Corinthian Yacht Club:—

YACHT CLASS.	Secs. per mile.
To be sailed Saturday, 27th inst.:—	
Dione	Scratch.
La Linda	15
Rolla	15
Colleen	40
Kathleen	45
Dorothea	60
Ayesha	70
Spoondrift	80
Ellaine	80
Buccaneer	80
Vera	100

ONE DESIGN—B.H.K.Y.C. HEYWARD HAYS AND GAIL CLASS, C.Y.C.

YACHT CLASS.	Secs. per mile.
To be sailed on Saturday, 27th inst.:—	
Alla	Scratch.
Alana	"
Daphne	"
Bonita	"
Halcyon	"
Sirius	30
Dawn	30
White Rose	30
Liza	30
Gaea	30
Lysbeth	30
Bat	30
Gael	35
Thecla	35
Joan	35
Ashore	35
Owl	40
Tonette	40
Beatrice	50

CRUISERS.

YACHT CLASS.	Secs. per mile.
To be sailed on Monday, 5th April:—	
Miranda	Scratch.
Queen Bee	"
Norseman	"
Oenone	35
Saipa	35
Irene	60
Margaret	60
Moklin	60
Iris	60
Erin	60
Erydra	60
Brenda	60
Mist	60
Spotengden	60
Eleanor	60
Dorothy II.	80
Tuttan	200
Flora	270

HANDICAP CLASS, ONE DESIGN CLASS, HEYWARD HAYS CLASS AND GAIL CLASS.

YACHT CLASS.	Secs. per mile.
To be sailed on Monday, 5th April:—	
Dione	Scratch.
La Linda	15
Rolla	15
Colleen	40
Kathleen	45
Dorothea	60
Ayesha	70
Corinne	80
Spoondrift	80
Ellaine	80
Buccaneer	80
Vera	100
Alla	120
Alana	120
Daphne	120
Bonita	120
Halcyon	120
Sirius	150
Dawn	150
White Rose	150
Gwen	150
Owen	150
Lysbeth	150
Bat	150
Gael	155
Thecla	155
Joan	155
Ashore	155
Owl	160
Tonette	160
Beatrice	170

COURSE:—Kowloon Rock (S), Mark Boat on starting line (S), Cust Rock Buoy (S), Mark Boat on starting line (P), Channel Rock (P), Kowloon Rock (P) and Home. (Handicap race.)

Yacht and Motor Boat owners are reminded that these races are not confined to members of the two Yacht Clubs, but are open to any Yacht or Motor Boat on those waters. Entrance fees for Handicap Class and Cruisers \$10.00, others \$5.00, to be sent together with entry to Mr. D. K. Blair, Hon. Secretary, Sailing Committee, Royal Hongkong Yacht Club, Mr. A. D. Ges, Hon. Secretary, Corinthian Yacht Club, or Mr. G. H. Wilson, c/o Messrs. Robertson, Wilson & Co., Beaconsfield Arcade.

CRICKET.

HONGKONG v. CRAIGENGOWER.

The following will represent the Hongkong Cricket Club against Craigengower Cricket Club on the Club Ground on Saturday. Play will commence at 2.15 p.m.:—R. Hancock (Captain), R. N. Anderson, A. L. Gace, C. A. Hooper, P. Jacks, R. Kennedy, M. M. Muns, E. J. R. Mitchell, S. S. Moore, H. E. Muriel, and T. E. Pearce.

ASSOCIATION FOOTBALL.

HONGKONG LEAGUE—DIVISION II.

VICTORIA ROVERS AND CONFUCIANS PLAY A DRAW.

The programme in the second division of the Hongkong League is being gradually wound up. Last evening the Confucians were opposed by Victoria Rovers on the Club ground, the game ending in a draw of two goals each. The Confucians were much the cleverer and quicker combination, but they lamentably failed to take the fullest advantage of the blunders on the part of the somewhat stiff and veteran members of the opposing ranks. The Rovers indeed might easily have won, frequent, but perfectly legitimate use of their weight making the Chinese boys feel rather uncomfortable and nervous, and causing the defence to be unsteady. Mr. F. W. Wright was the referee.

HONGKONG LADIES' RIFLE SHOOTING ASSOCIATION.

SECOND DAY'S SHOOTING.

The annual shooting competitions of the Hongkong Ladies' Rifle Association were continued yesterday. The following are the results:—

50 YARDS (SCRATCH).	
Mrs. Griffin	93
Mrs. Hoskyn	93
Mrs. Danby	90
Mrs. Loureiro	89
Mrs. Ralphs	87
Mrs. Anderson	85
Mrs. Forster	84
Mrs. Woodcock	84
Mrs. Greaves	82
Mrs. Wakeman	81
Mrs. Wilkinson	69
Mrs. Olive Crona	46
50 YARDS (HANDICAP).	
Mrs. Ralphs	92 (12) 100
Mrs. Forsyth	80 (18) 98
Mrs. Scott Harston	77 (20) 97
Mrs. Loureiro	95 (scratch) 86
Mrs. Greaves	73 (13) 92
Mrs. Danby	91 (scratch) 91
Mrs. Griffin	87 (4) 91
Mrs. Murray Scott	84 (6) 90
Mrs. Hoskyn	90 (scratch) 90
Mrs. Olive Crona	70 (15) 85
Mrs. Wilkinson	70 (15) 85
Mrs. Anderson	77 (8) 85
Mrs. Lammert	61 (20) 81
Mrs. E. Woodcock	68 (8) 76
Mrs. Wakeman	62 (8) 70

GERMAN NAVAL LOSSES.

VESSELS DESTROYED SINCE THE WAR BEGAN.

The following is a list of vessels lost to the German Navy since the outbreak of war, so far as these have been disclosed:—

ARMoured CRUISERS.	Tons.
Blücher	15,550
Scharnhorst	11,420
Gneisenau	11,420
Torck	9,980
LIGHT CRUISERS.	Tons.
Magdeburg	4,480
Köln	4,280
Colberg	4,280
Mainz	4,280
Dresden	3,600
Emden	3,500
Nürnberg	3,300
Königsberg	3,340
Leipzig	3,200
Aradine	2,600
Hela	2,000
GUNBOATS.	Tons.
Cormoran	1,800
Jaguar	880
Luchs	880
Ilse	880
Tiger	880
Möve	640

Soden and Komit captured.

Five of the S class, V187, Taku, and two names unknown.

SUBMARINES.

U15, U18, U28, and U12.

AUXILIARY VESSELS.

Königin Luise, minelayer; Kaiser Wilhelm der Grosse, Cap Trafalgar, Markomania.

CONSPIRACY IN TONKIN.

SEVEN TRAITORS EXECUTED.

The Government authorities in Tonkin have successfully brought to book a number of natives who were discovered to be carrying on a widespread conspiracy of disaffection. A remarkable feature of the propaganda was the use of leaflets written in invisible "sympathetic" ink by one of the ring-leaders, who posed as a chemist and distributed these incendiary pamphlets wholesale in the shape of apparently innocent wrappers of medicines. Several secret societies had been formed with the avowed object of chasing the French from Tonkin, and among other incriminating documents found in the possession of the leaders of the movement were plans of the fort of Hanoi and of a number of villages in the surrounding country which it was intended to pillage and burn. Thirty-six of the conspirators were brought before a court-martial held at Yen Bay on February 12th-15th. The principal counts in the indictment were charges of conspiring to overthrow the Government, of inciting to civil war, of forming secret societies with criminal intent, and of supplying arms and plans to rebels. Seven men were condemned to death, eleven to penal servitude for life, and fifteen to shorter terms of penal servitude and imprisonment, only three being acquitted. The public execution of the seven condemned traitors took place on February 19th in the presence of the entire garrison and all the local European and native civil authorities, and large numbers of the inhabitants. The Government's firm handling of the situation has created a wholesome impression on the minds of the natives, and recurrence of the trouble in this locality is anticipated. The rebel ring-leaders are believed to have been instigated and financed by Germans; one is known to have been in Germany last year, and another was formerly attached to the German embassy at Peking.—*Straits Times*.

THE GERMAN PLAN.

AND HOW IT WAS OVERTHROWN.

The *Matin* describes the German plan, which it believes to be authentic, for razing Paris in sections and endeavouring to exact crushing conditions from France, including her co-operation against Great Britain, prior to the destruction of each section. The battle of the Marne upset the German calculations. England proved an unrivalled fighter, a generous friend who staked everything, men, ships and money, and showed herself to be a valiant comrade in the battles of the Aisne, the Oise, the Yser and the Yser, while her ships had swept the German flag from the seas. Today, after seven months of war, Germany was confronted with the spectres of famine and failure.

INTIMATIONS

LANE, CRAWFORD & Co.

PURVEYORS AND IMPORTERS OF THE HIGHEST CLASS GROCERIES AND PROVISIONS.

JUST ARRIVED:

FRANCO-AMERICAN SOUPS AND BROTHS.

EDGAR'S MARROWFAT PEAS.

CHIVERS' FRUITS IN TINS AND BOTTLES.

LIBBY'S TINNED MEATS.

DEL MONTE FRUITS AND ASPARAGUS.

CALIFORNIAN VEGETABLES AND SALMON.

CRESKA OLIVES, OIL AND SAVOURIES.

PHILLIPPE & CANAUD'S SARDINES IN OIL.

We are now receiving our Regular Shipments of Stores from England, France and America.

ALL GOODS GUARANTEED.

FREE DELIVERIES TO PEAK TWICE, AND KOWLOON ONCE DAILY.

ORDERS OF \$50 FREIGHT FREE TO ALL COAST PORTS.

[22]

REMINGTON JUNIOR.

"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

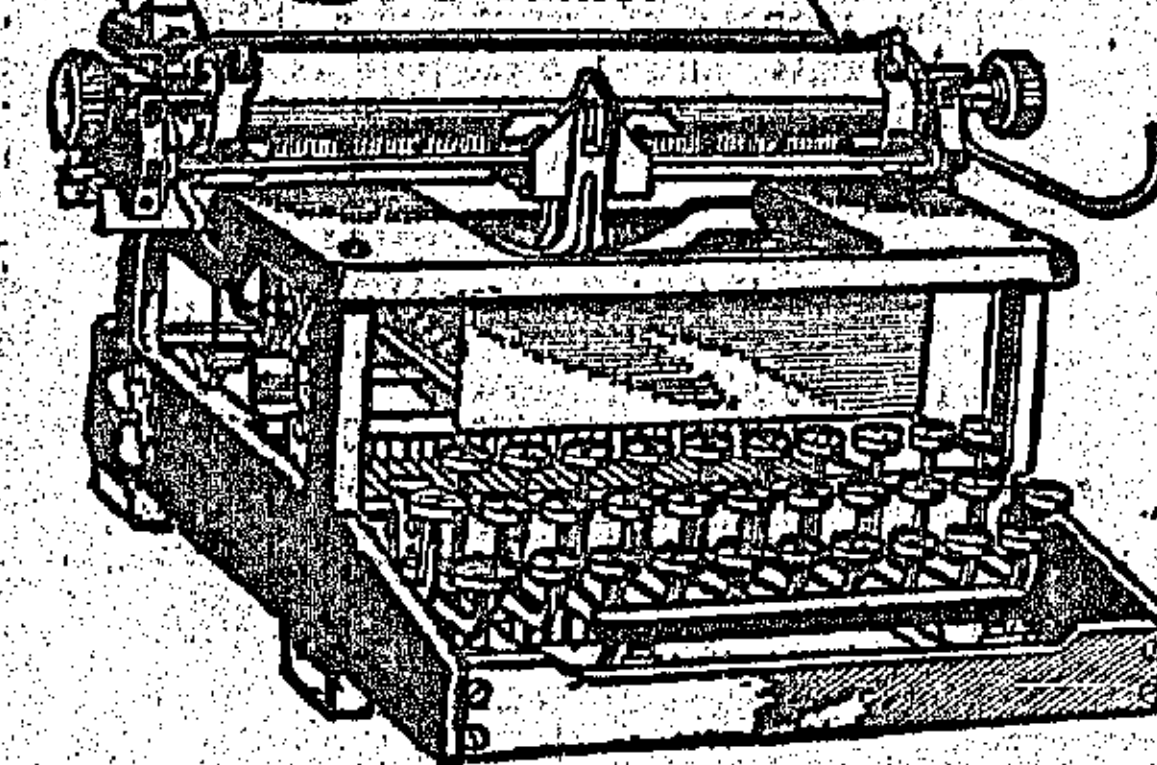
PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS

DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN,

Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machines!

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED, NEW YORK)

HONGKONG AGENT, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [50]

FIRE! FIRE!! FIRE!!!

USE THE "STAR."

PROTECTION IS BEST OBTAINED BY EMPLOYING

UP-TO-DATE APPLIANCES.

AS THE CHEMICAL USED IS NOT A LIQUID

BUT A DRY POWDER, THERE IS

NO DAMAGE TO FURNITURE

OR OTHER ARTICLES.

FOR PARTICULARS AND CATALOGUES APPLY TO—

LANE, CRAWFORD & CO.,

AGENTS FOR

HONGKONG AND SOUTH CHINA.

[37]

NEW ADVERTISEMENTS

WANTED.

FOR care of Infant travelling to Calcutta with parents, an Indian Ayah. Leaving Hongkong on March 24th.
Apply— Room 251, Hongkong Hotel.
Hongkong, 10th March, 1915. [403]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913, and of
THE TOERANGIE RUBBER CO., LTD.
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the above-named Company will be held at the Office of Messrs. LOUIS, BINGHAM & MATTHEWS, New Government Building, Des Voeux Road, Victoria, in the Colony of Hongkong, on TUESDAY, the 20th day of April, 1915, at 12 o'clock Noon, precisely, for the purpose of hearing the account of the Liquidator, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, laid before each Meeting, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution, the manner in which the Books, Accounts, and Documents of the Company and of the Liquidator thereof shall be disposed of.

E. A. M. WILLIAMS,
Liquidator.
Hongkong, 19th March, 1915. [404]

TOYO KISEN KAISHA.
S.S. "CHIYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 15th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 15th inst., at 5 P.M., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 27th inst., at 10 A.M. All Claims must be filed on or before 1st April, otherwise they will not be recognised.

E. DOL,
Acting Agent.
Hongkong, 18th March, 1915. [405]

ORDER AT ONCE.

THE
DIRECTOR
AND
CHRONICLE

FOR CHINA, JAPAN, ETC.
FOR THE YEAR

1915.

INDISPENSABLE TO EVERY
BUSINESS MAN.

TO BE OBTAINED FROM THE—
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy, owing to changes incidental to the War.
Hongkong, 16th March, 1915.

NOTICE.

THE FAR EAST OXYGEN & ACETYLENE CO., LTD., beg to advise their Customers that Mr. BAILLY, Civil Engineer and late Technical Manager of their Singapore Branch, has taken charge of the Hongkong Branch as Technical Manager as from the 15th March. Mr. BAILLY is an Expert Welder, trained at Marseilles, and is able to undertake any kind of Welding and Boiler Repairs.

THE FAR EAST OXYGEN & ACETYLENE CO., LTD.,
A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.),
Agents.
Hongkong, 17th March, 1915. [399]



NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the PROVOST MARSHAL, Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the PROVOST MARSHAL at Head Quarters Office between the hours of 10 A.M. and 4 P.M.

Hongkong 26th January, 1915. [207]



NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [293]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO.,
LIMITED.

NOTICE.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, the 24th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 4th March, 1915. [384]

LUZON SUGAR REFINING CO.,
LIMITED.

NOTICE.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, the 24th March, at 12.15 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 4th March, 1915. [385]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-SIXTH MEETING of the SHAREHOLDERS in the Company will be held at the Company's Office, No. 9, Queen's Road Central, Victoria, on THURSDAY, 25th March, 1915, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th March, both days inclusive.

By Order of the Board of Directors,
C. PEMBERTON,
Secretary.
Hongkong, 4th March, 1915. [386]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Connaught Road, Hongkong, on WEDNESDAY, the 31st March, 1915, at 11 o'clock A.M., for the purpose of receiving the Report of the Directors and Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, 1915, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Secretary.
Hongkong, 17th March, 1915. [401]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE 31st ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on WEDNESDAY, the 31st March, 1915, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1914, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 29th March, to WEDNESDAY, the 31st March, 1915, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th March, 1915. [400]

HONGKONG CLUB

NOTICE.

THE TWENTY-SEVENTH HALF-YEARLY DRAWING of 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on WEDNESDAY, the 31st March, 1915, will be held in the Club House at 11 o'clock A.M., on WEDNESDAY, the 24th March, 1915.

Bearers of Debentures are invited to attend the Drawing.

By Order,
E. DES VŒUX,
Secretary.
Hongkong, 13th March, 1915. [39]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
25, WONG-NEI-CHONG ROAD.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wan-chai Road.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [38]

TO LET.

NO. 1 NATHAN ROAD, Kowloon (No. 1, Fairview).

ROOMS in BEACONSFIELD on a three-monthly tenancy, at 25, CLYDE TERRACE, No. 1, GUTHRIE HILL, No. 100, THE PEAK.

Furnished or Unfurnished, from 1st April, 1915.

"BILGATONAN," Austin Road, Kowloon.

"HOLLAND," No. 64, Mount Hallett Road, 5 Rooms, unfurnished.

ROOMS, suitable for Office, on the First Floor of No. 3, Duddell Street.

No. 59, THE PEAK (5 CAMERON VILLAS).

Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.

Apply to— LINSTED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 17th March, 1915. [43]

HOUSES TO LET.

TO LET.

A HOUSE in Macdonnell Road.
Apply to—
"A. B. C."
Care of "Daily Press" Office.
Hongkong, 17th March, 1915. [387]

TO LET—FURNISHED.

FLAT in Queen's Gardens.
Apply to—
PERCY SMITH, SETH & FLEMING.
Hongkong, 17th March, 1915. [388]

TO LET.

A HOUSE at Observatory Villas, Kowloon.
Apply to—
ABBATOON V. APCAR & Co.
Hongkong, 16th March, 1915. [393]

TO LET.

NO. 2, "ROSE TERRACE," Nathan Road, Kowloon.
Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 16th March, 1915. [394]

TO LET.

ROOMS on First Floor of European House, No. 178, Queen's Road East, Wan-chai, from 1st April, 1915.
TWO VERY LARGE and SPACIOUS GODOWNS, Marine Lot No. 42, Praya East. Immediate possession.
Apply to—
N. MODY & Co.,
No. 34, Queen's Road Central.
Hongkong, 8th March, 1915. [372]

TO LET.

GODOWN, No. 94, Praya East.
Apply to—
KWONG SANG HONG, LTD.,
No. 248, Des Voeux Road Central.
Hongkong, 19th February, 1915. [395]

TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th February, 1915. [372]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,
Furnished and newly done up.
Apply to—
H. E. POLLOCK,
Prince's Building.
Hongkong, 20th January, 1915. [33]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [45]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply to—
A. B. AVASIA,
Care of E. PARANEY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 188, THE PEAK, "THE KENNELS."
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [64]

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, THE PEAK. From 1st May next.
For further particulars, apply to—
PALMER & TURNER,
Alexandra Buildings, 3rd Floor.
Hongkong, 30th January, 1915. [229]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 2, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [35]

TO LET.

FLATS in Nathan Road, Kowloon.

"PENYRHEW," Minden Row, Kowloon, 6-Roomed House with Tennis Court, 1 and 2 MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSE in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 4th March, 1915. [280]

TO LET.

IN ALEXANDRA BUILDING VERY CONVENIENT OFFICE and ROOMS. Including a Fine Commodious Suite.
Apply to—
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [36]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

INTIMATION

A. S. WATSON
& CO., LTD.

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE	...\$30.40	\$2.65
* B. SUPERIOR OLD COGNAC	... 33.70	2.90
* WATSON'S XXX COGNAC	... 34.80	3.00
* WATSON'S XXX COGNAC Half bottles 2 doz.	... 37.00	1.60
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	... 40.30	3.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC	... 46.90	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR	... 52.40	4.55
* E. FINEST OLD BROWN BRANDY	... 53.50	4.55
MARIE BRIZARD and ROGEE'S FINE PALE COGNAC	... 51.50	2.65
S. V. F. V. O. COGNAC	79.70	6.65
V. O. L. 60 Years Old	119.20	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	167.50	13.15

* These Brandy bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO.,
LIMITED,
HONGKONG AND CHINA.
[13]

MARRIAGE.

READ—JEFFERY.—At Tientsin on March 4th, 1915, WALTER STANLEY READ, of the Chinese Maritime Customs, to KATE WINIFRED JEFFERY, of the Shanghai-Nanking Railway Hospital, daughter of the late Edward Giffard Jeffery, H.B.M. Customs.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 19TH, 1915.

JAPAN AND CHINA.

THE replies given by Sir EDWARD GREY and the Hon. NEIL PRIMROSE to various questions recently addressed to His Majesty's Government by Members of the House of Commons on the subject of Japan's demands on China do something to make the position a little clearer, but until the full text of the demands is published the "explanations" given by the Foreign Office leave much to be desired. The Under Secretary of State, for instance, told the House of Commons that the demands fell into two categories—the larger of the two constituted an attempt to settle questions that had been outstanding for years, while the smaller was an attempt to ascertain what would be China's attitude if Japan formulated certain demands to be made on Germany at the end of the war. Precisely what questions are in the one category and what are in the other the public has not been informed, but the general statement was doubtless intended to explain why Japan in the first instance communicated to the Powers only eleven of the twenty-one demands she had made on the Chinese Government. The Hon. NEIL PRIMROSE last week described the demands relating to German interests in China as "contentious demands" and said that as such they could not be described as violating the principle of the Treaty between the Allies that none would formulate demands till the end of the war. So far, however, as the published information regarding this compact between the Allies disclosed, Japan was not a party to the arrangement, and might conceivably regard herself as not bound by it; but Sir EDWARD GREY stated a month ago in the House of Commons that Article II. of the

Anglo-Japanese Treaty of Alliance has the same effect—viz., that the one will not demand terms of peace without previous agreement with the other—and thus Japan is united with the other three Powers for the purpose. The gravamen of the charge which is being made against the Japanese Government is that while the European Powers are pre-occupied by the Titanic struggle now in progress in Europe, Japan is seeking to steal a march on them by making demands on China which are not only calculated to impair her independence and integrity but also to prejudice the interests of other commercial Powers in China. The reply of the Hon. NEIL PRIMROSE to this is in these terms:—"Generally speaking, the British Government has no objection to the expansion of Japanese interests provided that this expansion does not prejudice British interests in China. We have admitted that we will not apply for concessions from China which would affect the South Manchurian Railway, and we naturally expect that Japan will show reciprocity and not apply for concessions which would affect British interests. If there is any reason to suppose that the negotiations between Japan and China cannot be settled by diplomatic methods, and if there is any prospect of developments that may impair the independence and integrity of China, then, no doubt, consultations will take place to see how what is due to Japan can be secured without impairing the independence and integrity of China, which is one of the objects of the Anglo-Japanese Alliance." In the face of that statement we do not see how Japan can continue to press, for example, her demand that Japanese shall be exclusively appointed as Advisers in the political, financial and military affairs of the country, or that the control of the police in important strategic centres of China should be given over to her hands. There is no denying the contention advanced on behalf of the Chinese that this in principle would be to yield to Japan the effective control of the public life of China, and having regard to the hostility to the general body of Japan's demands which is manifested throughout China, it is not very obvious how Japan can reconcile this demand with a sincere desire for the preservation of the peace of the Far East, which purports to be the fundamental purpose of the Anglo-Japanese Alliance.

It is notified by the Hongkong, Canton and Macao Steamboat Company, that from to-day, and until further notice, the night steamers for Canton will leave at 10 p.m. instead of at 5.30 p.m.

At the Magistracy yesterday, a Chinese was charged with being in possession of a revolver, and it was claimed by the police that the revolver is one which was used in an armed robbery which took place at Yaumatei in December last. The case will be heard this morning.

The second performance of the operetta, "The Enchanted Glen," will be given by the students of the French Convent this afternoon. Lady May will be present, and will distribute the Oxford Local certificates. The proceeds from the operetta are to be devoted to a fund for the assistance of victims of the war.

The coloured Hongkong boxer, "Iron Bux," is said to be going "great guns" in Manila. Another local pugilist, Mahor, who is fulfilling engagements in America, is also stated to be scoring a fair number of victories. In connection with pugilism, it may be mentioned that the local promoter, Mr. Hall, is endeavouring to arrange another assault at arms for next month.

Some Chinese witnesses must be of the opinion that questions with very obvious answers are put to them by legal gentlemen. In the course of the hearing of a case at the Criminal Sessions yesterday, the Crown Solicitor asked—"Does prisoner smoke much opium?" With an expression full of disgust the witness replied—"It depends on the whiffs he takes. If he takes long whiffs he wants more." Even the jury could not repress a smile.

HOW SILK IS STOLEN.
INGENIOUS THEFT FROM P. & O. LIGHTER.

The story of an ingenious theft of raw silk by coolies employed on a P. & O. lighter was told at the Criminal Sessions yesterday, when Chan To, Yung Ngan, Lo Chan, Lam Ki and Chan Wing were charged with the theft of 334lbs. of raw silk the property of the P. & O. Company on 25th February. Against Chan Wing and Yung Ngan the Crown entered a *nolle prosequi*. The other three pleaded not guilty.

The jury empanelled were as follows:—Messrs. P. O. Potts (foreman), J. W. Lander, E. S. Ford, B. M. Cardoso da Cunha, M. J. Champion, L. M. Whyte and B. W. Tape.

Mr. P. M. Hodgson (Crown Solicitor) prosecuted and explained that the men were employed on P. & O. lighter on the day in question, the particular employment being the transfer of a number of bales of raw silk from the *Kwong Sai*, *Charles Hardouin* and the *Futshan* to the P. & O. *Nubia*. The practice was to weigh the bales when transferred from the Canton steamers to the lighters, and again when they were being placed on the *Nubia*. When they were being weighed on board the *Nubia* the official measurer found that one of the bales was heavier than the rest, and it was placed on one side. A subsequent weighing revealed the fact that the bale contained a jersey filled with rice which weighed 16lbs. This quantity of silk must have been removed by someone. Suspicions were aroused and an examination of the coolies' quarters in the lighter led to the discovery of 334lbs. of raw silk of the same kind as was contained in the other bales. This showed that some 17lbs. of raw silk had been extracted from the other bales which had gone to England. This discovery led to the arrest of the men.

Evidence was given by Mr. Ross, an assistant in the P. & O., and Mr. Robinson, a gunner.

The first prisoner was sentenced to five years' hard labour, and the other two to three years' hard labour each.

THE "CAT" FOR ARMED ROBBERIES.

At the Criminal Sessions yesterday, before Mr. Justice Gompertz and a jury, Li Loi, Chan Tam and Ng Li were charged for that on February 15th, at Lok Ho Ha, together with persons unknown, they assaulted three other Chinese with a crowbar and a revolver, placing them in bodily fear and danger of their lives, and also with stealing \$40, 16 pieces of clothing, three pieces of jewellery and 61 pots of opium. They all pleaded not guilty.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and after hearing the evidence, the jury found the first and second prisoners guilty, and the third prisoner not guilty, he being accordingly discharged. The other two were sentenced to five years' hard labour and ordered to receive twelve strokes each with the "cat."

Kowloon is to have a new industry. A Chinese cigarette factory is in course of construction there.

The Criminal Sessions will be continued to-day at 11 a.m., after the Summary Court list has been dealt with.

The Conventional Tariff rates that used to be in force in virtue of the Commercial Treaty between Japan and Germany will cease to exist on April 1st.

Among the officers wounded at the front last month were Captain H. Mallinson and Captain G. Staveley of the Yorkshire Light Infantry. Both officers are well known in Hongkong.

Those interested in the Boy Scout movement in the Colony are reminded of the parade of the St. Joseph's College Scouts which takes place to-morrow, on the college square. Lady May and Commodore Anstruther will be present, and Commander Basil Tait will command a combined March Past.

The Puisne Judge, Mr. H. H. J. Gompertz, is evidently a firm believer in the salutary effect of "the cat" upon criminals. At the Criminal Sessions yesterday he sentenced two men, who were charged with armed robbery, to five years' hard labour, and also ordered them to each receive twelve strokes with "the cat."

The German name of the popular Café in Des Voeux Road has been discarded. The British proprietorship of the Café is well known, though the establishment has continued to bear the name of the founder of the business (Weismann) who sold his interests ten years ago. The Company in future will be known as "Wiseman Ltd."

A commendable respect was shown for "the cloth" at the Magistracy yesterday. A Chinese, who was stated to be a priest, was charged with deceiving a girl. He was found guilty, and Mr. Hazeland sentenced him to six months' hard labour, at the same time suggesting that the man should serve a period in the stocks. The police pointed out that the presence of a priest in the stocks might cause a disturbance, whereupon the magistrate did not put his suggestion into force. A large crowd of Chinese saw the "parson" removed to the Central Police Station.

THE WAR.

FIERCE FIGHTING ON BOTH FRONTS.

GREAT BRITAIN AND AMERICA.

THE DARDANELLES CASUALTIES.

SUBMARINE ACTIVITY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BELGIAN PROGRESS.

IMPORTANT CAPTURE BY THE FRENCH.

LONDON, March 17th.
5.10 p.m.

To-day's Paris *communiqué* states:—
The Belgians have made fresh progress and have also repelled a counter-attack.
There has been rather violent artillery firing on the British front.

The Germans made another abortive counter-attack on the spur at Notre Dame de Lorette.

The enemy again bombarded Soissons and Reims, two of the shells striking Rheims cathedral.

We captured, northward of Mesnil, along a front of five hundred metres, an important eminence.

There were several German attacks between Reims and Four-de-Paris.
A French aviator bombed the barracks at Colmar.

MOWED DOWN.

LONDON, March 18th.
1.55 a.m.

The Paris evening *communiqué* states:—
German counter-attacks in the region of Arras and Albert, for the purpose of regaining their lost ground, were repulsed.
We have continued the progress made in Champagne in the woods between Perthes and Soain.

The enemy, realising the importance of the position we won on the ridge north of Mesnil, violently counter-attacked in the morning the Landsburg, stiffened by Guards leading the way. Mitrailleuses mowed down the Germans, few of whom regained their trenches.

Our gains in Argonne and Vauquois have been consolidated.

[BRITISH FOREIGN OFFICE CABLE.]

THE BRITISH SUCCESS AT NEUVE CHAPPELLE.

LONDON, March 18th.

Field-Marshal French reports as follows:—

The capture of the village of L'Epinet, to the east of Armentieres, advances the British line in this region by 300 yards on a front of 800. Fighting in the Neuve Chapelle area was very severe on the 12th. First with a strong counter-attack by the Germans was defeated, and 612 more prisoners taken. Counter-attacks continued on the next day, but nowhere did the Germans regain ground.

The prisoners in the hands of the British since the 10th inst. number 1,700, of whom 30 are officers. Judging from the number of dead Germans found, their losses cannot fall short of 17,000 to 18,000.
During the evening of the 14th the Germans rushed some of our trenches to the south of St. Eloi after a heavy bombardment and the explosion of a mine. The greater part of these trenches were recaptured this morning.

Airra have successfully bombarded Don and Douai.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

GERMAN SUBMARINE ACTIVITY.

THREE BRITISH VESSELS TORPEDOED.

LONDON, March 17th.

The Admiralty announces that the British steamship *Atlanta*, of 519 tons, was torpedoed off Inisgluck on the 14th inst.

The crew were landed at Inisgluck Island, and the vessel is now in harbour.

Also, that the British steamship *Fingall*, of 1,562 tons, was torpedoed and sunk on the 15th inst. off the Northumberland coast.

Twenty-one of the crew were landed at North Shields, and six are reported as drowned.

LONDON, March 18th.

It is reported from Maastricht that the German submarine *U 28* sank a British steamer, the *Leeuwarden*, four miles from the Maas lightship.

The crew were saved.

DARDANELLES CASUALTIES.

LONDON, March 18th.

The Admiralty announces that the latest casualties among the Fleet operating at the Dardanelles are: H.M.S. *Amethyst*, 23 killed (including 13 stokers), and 37 wounded; on minesweepers, 3 killed and 2 wounded.

CAPTURE BY A BRITISH CRUISER.

LONDON, March 18th.

The *Daily Mail* Madrid correspondent states that a British cruiser has captured the liner *Macedonia*.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FALL OF PRZEMYSL IMMINENT.

LONDON, March 17th.
3.15 p.m.

A message from Petrograd states that the capture of Przemyśl is considered a matter of a few days.

Prisoners relate that the town is on famine rations, and that the hospitals are packed.

[Przemyśl is an important fortified town in Austria in the crownland of Galicia. It is situated on the right bank of the river San, and is 45 miles north-west of Drohobycz, another Austrian town. Przemyśl is the seat of two bishops, one Roman Catholic and one of the Greek Church. Near the town are the ruins of a fortified castle which was formerly the residence of the Ruthenian princes of a territory of which Przemyśl was the capital. The population totals about 40,000.]

STUBBORN FIGHTING.

LONDON, March 18th.
2.20 a.m.

A Petrograd *communiqué* states:—
The Russian offensive on both banks of the Orzic is progressing against a stubborn resistance.

Seventeen guns have been captured.
The Germans at several parts of the front are employing old bullets and guns of the 1873 model.

The fresh units fire wildly, and parties frequently surrender before they have begun to fight.

The marshes are impassable, and the rivers on the left of the Vistula are in flood.

The enemy's fire on the fortress at Ossowiec is weakening.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GREAT BRITAIN AND AMERICA.

REASONS FOR THE BLOCKADE.

LONDON, March 17th.

The correspondence between Sir Edward Grey and the American Ambassador regarding sea warfare, has been published.

Sir Edward Grey, replying to inquiries, emphasises that Great Britain and France only instituted a blockade of the German ports by a cruiser cordon in reply to the German attempt to prevent supplies reaching Great Britain and France. The Franco-British measure, he says, is a natural consequence of Germany's unprecedented methods, which are repugnant to all the laws of morality.

CHINESE TELEGRAMS.

[FROM THE "CHUNG NGOI SAN PO."]

CHINA AND JAPAN'S MILITARY MOVEMENTS.

PEKING, March 18th.

The Japanese Minister at Peking has telegraphically requested the Japanese Government to cease the despatching of troops to China.

ACCIDENT TO JAPANESE MINISTER.

PEKING, March 18th.

The Japanese Minister at Peking fell from his horse, and sustained injuries to his head and legs.

CHINESE WANT SELF-GOVERNMENT.

PEKING, March 18th.

The Shanghai Citizens' Association has requested the Chinese Government to permit the people to form political parties, to open the National Assembly, to restore self-government, and to organise volunteers to maintain China's integrity.

ADVICE TO CHINESE MERCHANTS.

PEKING, March 18th.

The Shanghai Commercial Chamber has advised Chinese merchants to use goods manufactured by their nationals.

CUSTOMS STATION FOR PUKOW.

PEKING, March 18th.

The Taxation Bureau has requested the Commissioner of Customs to establish a Customs station at Pukow.

LATE TELEGRAMS.

FRIENDS FALL OUT.

SERIOUS FIGHT BETWEEN GERMANS AND ARABS.

LONDON, March 18th.

The *Daily Mail* correspondent at Cairo says that during the retreat from Egypt, German officers came in conflict with Arabs and three hundred were killed and wounded in an affray near Jerusalem.

VENTURESOME GERMAN LINERS.

LONDON, March 18th.

Twenty customs inspectors boarded and inspected the German liners *Vaterland* and *George Washington* at New York with the result that they report that these vessels are preparing to sail.

HEALTH OF BRITISH TROOPS.

A HIGHLY SATISFACTORY REPORT.

LONDON, March 18th.

Reuter's special correspondent, visiting the British headquarters, says that to judge by the appearance of troops and animals one might suppose that four months of fighting and wandering about in mud and water was good for the horses and men. Cases of sickness were far below the numbers in peace time at home. The doleful speculations in England as to the awful suffering the Indians must be enduring from rain and cold and all the misery of an outrageous winter are belied by facts. The health of the Indians is better than when they were in India. We saw several thousand Indians yesterday and to-day, on march and in billets, and all were in perfect physical condition. We witnessed to-day a route march by an Indian Cavalry division with field transport, and finer and more martial soldiers cannot be imagined. Their great resolve, bearing, their mastery of their mounts and their perfect accoutrement told their own tale. The horses are a joy to the eye. They are fatter than when they were landed in Europe.

CORRESPONDENCE.

THE VOLUNTEER RESERVES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 18th March, 1915.

SIR,—Might I, as one who has every respect for all branches and members of His Majesty's forces, take exception to the tone of "Bulldog's" letter in your issue of the 17th inst. Why he should bring the members of the H.K. Volunteer Reserve into the discussion, between the Management of an Hotel and its customers, who ever or whatever they are, is beyond my comprehension; and the slur, or insult, as I take it to be, was quite uncalled for.

I take this opportunity to remind "Bulldog" that he, along with the rest of the men in the Army and Navy, are no more forced to execute the duties they voluntarily engaged for and are paid to perform than the civilians who engage with a private firm to do specific duties.

The conditions applying to both are practically the same; usually, the agreement for employees in the Colony is for five years, and it is compulsory on the part of the employee to perform the duties he engaged to discharge.

In both cases, H.M. service and with private firms, the engagement on the part of the employee is voluntary, or the choosing of a profession. With regard to running round Fanning, that is not life only task or duty allotted to the Volunteer forces. Does "Bulldog" realize that all the members of those forces are engaged during the day in their ordinary occupation, and that when they are on guard duty at night it is extra work for them, with a consequent loss of the necessary rest required in this climate, and it is done willingly, without grudging, and not termed by them compulsory; the pay attached to those duties is hardly worth the handling, and in many cases is turned over to one of the various funds for the amelioration of the victims of the war.

Again, many of those men in rates and taxes contribute to the finances of the Colony, and consequently to the upkeep of the Army and Navy. Many of them in addition are paying local rates and taxes; also income-tax at the Home end.

To sum up: Taking into consideration that they are giving their services not to the Government, but to their country, and more especially for the defence of this Colony, as well as executing their ordinary civilian duties, contributing financially both at Home and in the Colony, I take it that the Volunteer forces are really contributing more than "Bulldog" is.

I consider his letter of the 17th inst. is the tone of bad taste, and I venture to think that he would not have written in the tone he did if he had realized the sacrifices many of the members of the Volunteer forces are making.—Faithfully yours,

—INCOME-TAX PAYER.

THE SINGAPORE RIOT.

The following information has been communicated to us by the Government:—
The situation at Singapore is now normal. Practically the whole of the rioters have surrendered or been captured. A few are still unaccounted for, and systematic search is being made for these latter in the dense jungle in which they sought refuge.
The total number of casualties among the local Forces and European civilian population is as follows:—

	Killed.	Wounded.
Navy	1	1
Royal Garrison Artillery	3	5
Army Service Corps	0	1
Singapore Vol. Artillery	0	1
Singapore Vol. Rifles	1	5
Singapore Vol. Med. Co.	0	1
Singapore Vol. Engineers	0	0
Malay State Vol. Rifles	1	2
5th Light Infantry	2	2
Johore Forces	2	4
Civilians—Men	0	14
Civilians—Women	0	1
German Prisoners	0	1
Russian Navy	0	0
Total	39	13

In addition 3 Chinese and 1 Malay were killed.
It is noticeable that the rioters did not attack women. The one woman killed is said to have been killed in mistake for a man.

Seventeen German prisoners escaped of whom 6 have been captured. The behaviour of those who remained in the Prisoners' Camp was excellent.

A detachment of the 25th Sikhs which happened to be in Singapore at the time rendered willing and efficient service.

Up to the 17th inst. five of the rioters have been tried by Court-martial and shot.

HONGKONG TRAMWAY CO. LIMITED.

The following are the Company's figures for the week ending March 13th:—

Receipts	\$ 9,974
Decrease compared with corresponding week last year	\$ 1,062
Aggregate to date	
No. of weeks	11
Total	\$122,322
Decrease to date	\$ 14,165

TIGER PHOTOGRAPHS.

THE CHARGE OF FRAUDULENT SELLING.

The case in which Mee Chung, photographer, of Beaconsfield Arcade, summoned Choi Cheong, a partner in the Great Eastern Photo Studio, Des Vaux Road, for fraudulently selling photos of the Fanning tiger bearing the name of the defendant firm, was continued before Mr. J. R. Wood yesterday.

Mee Chung spoke to taking a photograph of the dead tiger and a crowd of people at Kowloon railway station. No one else was there taking photographs under the same circumstances, as he was. He had sold a lot of these photographs to Europeans and Chinese and he was still selling them. Subsequently he found that the Great Eastern Photo Studio was selling a similar photograph with their name upon it. On his instructions witness had two of the photographs purchased, which were, he said, identical with the photograph he took at Kowloon station. His charges were 25 cents a print and 40 cents for a mounting.

Cross-examined by Mr. Davidson, witness said that his sale was reduced by defendant selling these photographs. It would have been the same had the defendant firm not used their name on the photographs. He could not say whether more would have been sold by defendants had his own name been placed on the photographs; the name did not really count.

Evidence was also called for the prosecution to the effect that the manager of the defendant firm had told an enquirer for the photographs that he had already sold 400 copies of it.

The defendant, in the box, disclaimed any knowledge of the alleged reproduction and sale of the photograph. He was only a partner, and had nothing whatsoever to do with the running of the business, as he was the manager of another large concern of a different nature.

Lo Kam Yuen, the manager of the defendant firm, said that his primary object in copying the photograph was to attract attention to his studio. He admitted having told a man, who asked for 80 copies of the photograph, that he had sold 400, in order to induce him to pay the price he asked, but it was not true that he had sold so many.

In cross-examination by Mr. Shenton, witness affirmed that he did not know the photograph was taken by Mee Chung. The name was on the picture in English, but he could not read English.

Mr. Davidson said it was quite clear that the actual defendant was not guilty, because he was obviously not cognisant of the taking of the photograph. His friend had suggested that this was not a crime, and that pecuniary penalties could be recovered either before his worship or in the Supreme Court, but the point was that it was described as an offence—a wrong, and a wrong that was punishable by penalties, not by damages. It was perfectly clearly laid down in law that an employer could not be made responsible for the acts of his servant committed outside the scope of his employment, and obviously it was outside the scope of the manager's duties to perpetrate frauds on somebody else. There was no question of copyright at all, because the defendant was charged with a certain offence, under a certain section, and it was for the prosecution to prove that that offence had been committed. The first thing they would have to prove was that what was done was done fraudulently. His worship had to find whether in selling the photograph with the name of the complainant on it they did it fraudulently, not whether they were infringing the copyright of the complainant. Unless Mr. Shenton could satisfy his worship that the word "make" in the charge had a peculiar meaning the prosecution must fail. It was admitted that the pictures were sold by the defendant firm as their own work, and in the ordinary meaning they made them.

The case was remanded until this afternoon, when Mr. Shenton will reply.

IGNORANCE NO EXCUSE.

"Ignorance of the law is no excuse" was the comment of Comm. Basil Tylour at the Marine Court yesterday in a case in which the Master of the str. *Chien Maru* was fined \$25 for moving his ship in the harbour in foggy weather without a permit.

The evidence showed that when ordered to stop by the police, the ship went into Wanchai Bay. Here, the vessel was boarded, and when the master was asked for a permit he admitted that he did not possess one.

Comm. Beckwith said that he did not think it was customary for regulations to be given to the ships by the examination officers; they were always given when the ship was entered at the Harbour Office.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, March 10th.

DEMANDS AND DESIRES.

The negotiations proceeding between the diplomatic representatives of China and Peking continue to absorb the greatest interest in spite of the fact that the greatest secrecy is understood to be observed. It is certain that the negotiations are completed in respect of South Manchuria, or practically completed, and that China has had to agree to the extension of the leases of Port Arthur and Dairen, but it is not so certain that the Chinese representatives will prove as accommodating in regard to the Fukien and other proposals. To-day I was informed at the Japanese Legation that progress was made at the conference yesterday, but nothing further was vouchsafed, though from another source I learned that the Japanese are becoming impatient and that this impatience is being translated into language—diplomatic language, no doubt, but language which is intended to create the desired impression upon China.

THE FANCY FAIR.

The bazaar and fancy fair in aid of the Anhui and Kiangsu famine relief fund, which took place last Friday and Saturday, drew large numbers to the beautiful park inside the Tienan-men, and, as was to be expected, there were lotteries galore in order to appeal to the Chinese propensity for gambling. The side-shows were rather indifferent, and the stalls containing articles for sale very unattractive. From the foreign point of view there was little on which the most generously disposed could spend money, and I know several foreigners who went well supplied with dollars left disappointed that there was so little that they could purchase. A few European ladies who know all the arts of the modern bazaar would have made a big difference. They would have seen that there were articles suitable for the occasion on sale, and would have exercised their wiles for extracting dollars and cents from not unwilling patrons.

DUST IN THE AIR.

The people of the capital have had dust thrown in their eyes very considerably during the past week. I do not mean in the political sense, but in the strict physical sense. There have been two very bad dust storms, when the sun was practically blotted out and the sky had a sullen yellow hue, when dust was everywhere, in the air, swirling along the ground, entering houses by the doors and windows and covering the floors with a fine powdery material and making it disagreeable to handle articles covered with the same. It filled eyes, nostrils, ears, and mouths, and nobody had any liking for the taste of the Gobi desert. It was calculated that something like 300 tons were distributed in Peking last Thursday, but it is thought that that estimate was too low. At any rate, these figures help the outsider to appreciate what a sandstorm or duststorm is in the capital.

A STOCK EXCHANGE.

Another sign of progress—Peking has its Stock Exchange. This new Bourse is located outside the Chienmen and gives quotations of the values of the Government loans, railway loans, and other Chinese stocks.

THE GERMAN MINISTER.

Admiral von Hintze, I am told, is dangerously ill, but, of course, news from the German Legation does not come my way very freely. All kinds of activities are ascribed to His Excellency, and the Japanese correspondents are prone to attribute all Chinese objections to Japanese wishes to German influence.

A MODERN WEDDING.

Another modern Chinese wedding took place yesterday, when Miss Chu, the second daughter of the Minister of the Interior, and Mr. S. C. Yen, a professor in the Peking Government University, were married. The nuptial ceremony took place on a specially prepared platform, and Mr. Sun Pao Chi, the former Secretary of State for Foreign Affairs, presided over the ceremony.

OFFICIAL CHANGES.

I have informed you that Mr. Chow Tsz Chi has resigned the portfolio of Minister of Finance, and that he has been succeeded by Mr. Chow Hsueh-hsi. Already it is announced that both men in their new positions are effecting economies by reducing the respective staffs and removing sinecures, but most likely it is the old game over again. The new Minister wants to get in his own men, and those who are dismissed from the Ministry of Finance will doubtless be provided for by the Minister of Agriculture and Commerce.

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Hongkong, 21st September, 1914. [92]

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SHOT. From No. 10 to SSSG. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [93]

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STEVEDORES, SHIP-CHANDLERS
AND COMPRADORES.

15, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914. [104]

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Hongkong, 4th February, 1915. [94]

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[94]

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HONGKONG HANSARD REPORTS
LEGISLATIVE COUNCIL for the
Session 1914.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 26th February, 1915.

WEATHER REPORT.

On the 17th at 10.55 a.m.—Pressure had
increased considerably over the south coast of
China, and moderately over Formosa and the
Philippines. It has decreased quickly over
Shantung, S. Manchuria and N. Japan, and
slightly over S. Japan and the Bonins.The anti-cyclone has spread southwards and
depressions are situated over S. Manchuria and
to the east of Japan.Moderate to fresh breeze will continue to
prevail over the north part of the China Sea.
Hongkong rainfall for the 24 hours ending at
10 a.m. to-day, 0.00 inches.The forecast for the 24 hours ending at noon
to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood.	(N.E. winds, moderate to fresh; fair.)
Formosa Channel.	(N.E. winds, strong.)
South coast of China between Hongkong and Lantau.	The same as Hongkong and Lantau. No. 1.
South coast of China between Hongkong and Hainan.	The same as Hongkong and Lantau. No. 1.

CHINA COAST METEOROLOGICAL
REGISTER.

18th MARCH, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	7	29.84	23	7	ENE	4	c
Nemuro	6	29.82	—	—	ENE	4	c
Hakodate	6	29.93	—	—	ENE	4	c
Yokohama	6	29.93	—	—	ENE	4	c
Kobe	6	29.93	—	—	ENE	4	c
Osaka	6	29.93	—	—	ENE	4	c
Kyushu	6	29.93	—	—	ENE	4	c
Shanghai	6	29.93	—	—	ENE	4	c
Amoy	6	29.93	—	—	ENE	4	c
Swatow	6	29.93	—	—	ENE	4	c
Hankow	6	29.93	—	—	ENE	4	c
Wuchow	6	29.93	—	—	ENE	4	c
Hongkong	6	29.93	—	—	ENE	4	c
Formosa	6	29.93	—	—	ENE	4	c
Shantung	6	29.93	—	—	ENE	4	c
S. Manchuria	6	29.93	—	—	ENE	4	c
N. Japan	6	29.93	—	—	ENE	4	c
S. Japan	6	29.93	—	—	ENE	4	c
Bonins	6	29.93	—	—	ENE	4	c

C. W. JEFFRIES, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, by the method of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, by blue sky, c. detached clouds, d. drizzling rain, f. fog, g. gloom, h. hail, lightning, o. overcast, p. passing showers, s. squally rain, snow, t. thunder, v. visibility, w. wet (wet).
7. RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, March 18th.

	Previous Day at 3 p.m.	On Date at 3 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.20	30.26	30.25	30.25
Temperature	61	56	62	62
Humidity	59	69	66	66
Wind Direction	North	North	West	West
Force	1	1	1	1
Weather	0	0	0	0
Rain	0	0	0	0

Highest open air Temperature on 17th .. 62

Lowest open air Temperature on 17th .. 55

HONGKONG TIDE TABLE.

From 19th to 25th March, 1915.

Days of Week.	HIGH WATER.			LOW WATER.		
	Days of Month.	H'kong. Mean Time.	Height.	Days of Month.	H'kong. Mean Time.	Height.
Fri.	19	h. m.	ft. in.	h. m.	ft. in.	
		10 37	5 9		4 50	2 6
Satur.	20	11 20	5 7		5 35	2 0
		10 53	5 0		5 6	2 0
Sun.	21	12 02	4 2		6 24	3 2
		11 19	6 0		5 14	3 2
Mon.	22	1 13	5 7		7 12	3 4
		11 51	6 0		8 52	2 5
Tues.	23	No info.	high		cor. low	water
		0 46	5 9		10 32	2 1
Wed.	24	No info.	high		cor. low	water
		1 47	6 0		11 37	1 7
Thurs.	25	No info.	high		cor. low	water
		3 30	6 0			

SPIRIT OF BRITISH AIRMEN.

GERMANS' REFUSAL TO FIGHT.

THE FAST CLIMBING SCOUT.

(BY A CORRESPONDENT OF "THE TIMES.")

Very early in the year Field-Marshal Sir John French referred to the marked personal ascendancy obtained by our military fliers over the Germans; and on February 8, when Mr. Tennant introduced the Army Estimates in Parliament he referred to this same ascendancy. On several occasions, too, "Eye-Witness" has mentioned cases in which our pilots have beaten German scouts, notably a case a week or two ago in which an officer on a fast single-seater scout tackled three German machines one after the other, although nine or ten more were approaching, and finally singling one out of them as his particular victim, brought him to earth with a bullet in his engine. Again, on the 10th "Eye-Witness" remarked that "one of our machines endeavoured to engage two hostile aeroplanes, which thereupon turned towards home." They descended to their own base but their pursuit determined not to be balked of this prey, though they had reached their aerodrome, threw two bombs on them, then fired 50 rounds at them, and flew away. In his latest dispatch, Sir John French again testifies to the success of our airmen's policy of attacking hostile aircraft whenever and wherever seen, with the result that "enemy machines invariably beat an immediate retreat when chased. It seems worth while, therefore, to consider why this should be so, for "Eye-Witness" and all officers who have fought in the war bear witness to the bravery of the German troops, so that one cannot accuse the German pilots of actual cowardice.

WHAT THE GERMAN LACKS.

For the prime reason of all, I think we must go back to our old friend Froissart, who, writing in the thirteenth century of Edward I. and the Black Prince, lamented that it was impossible to teach the German knights. Apparently they were good enough fighters, but they were not sportsmen. Something of the kind seems to be the trouble to-day. The German is pertinacious, he is brave in a stolid, enduring fashion, and he is soundly scientific, but he lacks dash, and above all he lacks a sense of humour; therefore if he cannot see a good logical reason for flight, such as defending a fixed position, or attacking a point of view, he will fight on to the bitter end. It does not appear that he gets any sporting satisfaction out of fighting for fighting's sake, and he cannot see anything funny in "taking on" a fighting force superior in quantity or quality to his own.

On the other hand, all over the world the success of the British soldier, thanks to the sporting spirit of the British officer, has been very largely due to the fact that the humour of pulling himself and his friends out of a scrape has been absorbed into his military inclination to go home and stop there. It does not appear that he gets any sporting satisfaction out of fighting for fighting's sake, and he cannot see anything funny in "taking on" a fighting force superior in quantity or quality to his own.

Yet another reason is that the German has never been a horseman. Barring the Uhlands, who are really a species of mounted infantry, scouts, one never hears of German cavalry doing anything in the wars of the past as one used to hear of Moorish horsemen or Saracen Knights or Polish lancers or Cossack irregulars or Hellenic and Magyar Frontier light cavalry cuirassiers or our British light and heavy cavalry brigades in the Crimea. To the German the horse is a vehicle, not a companion, in sport and in war. Whoever heard of Germans riding to hounds? Consequently the German has never developed "hands" in the horseman's sense, and it is always the good horseman who makes the best flier. As a minor proof, the Australians, who are a race of horsemen, have supplied us with an altogether untold large number of first-class aeroplane pilots.

"TABLOID" MACHINES FOR SCOUTING.

But the man is no good in the air without the machine, and here again we have tradition on our side. The German military aeroplanes are far more numerous than our own, they have more powerful and more reliable engines, and the modern ones climb faster and fly faster than the majority of ours. But there is one class of aeroplane in which we score more heavily, and that is in our single-seater biplane scouts, commonly called "tabloids" in the Flying Service. The first of them was produced by the Sopwith firm in 1913, and astonished every one by doing 94 miles an hour with only an 80 h.p. engine, and yet being able to land at about 30 miles an hour. Early in 1914 the Bristol Company produced one which did 96 miles an hour but had to land at a trifle faster than the Sopwith in consequence. Then the Martinsyde firm produced a somewhat similar machine which was somewhat slower, owing to its being more heavily built for the use of less skillful pilots.

The Ayro Company produced a light two-seater early in 1914 which did over 84 miles an hour with pilot and passenger and only an 80 h.p. engine. This is a highly popular machine in the Royal Flying Corps, because it is quite fast enough to catch the best machines the Germans have yet put up against us, and the passenger can carry a rifle or a light machine gun, whereas in the "tabloids" the pilot has to do the shooting as well as the flying. We have also the "pusher" biplanes built by Vickers, Limited, which carry a machine gun in front and are quite fast enough to cut off any German who comes along while they are in the air.

From among all these, which are our fastest fliers and climbers, our flying officers can choose mounts with which they can attack with success. All the machines named are small and light compared with the average German aeroplane, but they are much more quickly than the Germans can. They can climb faster and they can fly faster, so that they can choose their own positions from which to fire, and they can dodge so quickly in any direction that they are harder to hit either from the ground or from another aeroplane. In seafaring language, they can always get the "weather-gauge" of the other fellow, which is where our old seafaring tradition comes in, for was it not our fast sailing, quick-handling little ships, "tabloid" men of war, which beat the

Spanish Armada? And did not our swift frigates in Nelson's day defeat, for the same reason, the line of battleships which other countries, including the ancestors of our present Allies, sent forth against us? It is head, hand, and eye, natural pugnacity and sportsmanship, and our tradition of quick manoeuvre rather than mere fighting weight which has given us the ascendancy in the air, as it has on land and sea in the past.

GERMAN "KULTUR."

CANDID CRITICISM BY BISHOP WELLDON.

The Right Rev. Dr. Welldon, former Bishop of Calcutta and Metropolitan of India, and now Dean of Manchester, delivered the inaugural address at the opening of the third annual conference of educational associations at the London University.

Speaking on the subject of "Principles of Educational Science," Dr. Welldon observed that it was as though a sword pierced his heart when he read from day to day in the newspapers of the untimely but honoured deaths of the boys he remembered in his hope, vigour, and beauty at school. The war now raging could not fail to effect a reconsideration of educational values. In the antagonism between Great Britain and Germany it was not only two systems, two methods, but two theories of education, which stood as rivals one over against the other.

When he lived in Germany some ten years after the Franco-Prussian war, there was, so far as he could judge, amongst the professors and students in the University of Leipzig, among the men of business, and even among the soldiers themselves, no express ambition of supreme or universal power. But since then professors such as Nietzsche, Treitschke, and Delbrück had inspired the whole mind and soul of Germany, and, above all, of Prussia, to ambitious dreams of conquest; expanding by sea as by land, to the far ends of the habitable globe.

Since 1870, Dr. Welldon went on, the meaning of "Kultur" had been energy or efficiency, and that energy not so much individual as national. German "Kultur," wholly different as it was from English culture, was organised efficiency on the largest scale. From this flowed the values of the State, for it was the State, and the State alone, which was the organ of national efficiency. If the will of the State came into conflict with, let him say, Jesus Christ, it was Jesus Christ who must give way, and not the State. The citizen could do no wrong if he served the State. The State could do no wrong if it sought its own interest. That was the teaching of German philosophers in the latter half of the 19th century, and it led directly to that doctrine which had applied the heart and mind of Christendom in other countries than Germany—that was the glorification of war. "Kultur" was not a moral quality at all, acknowledging no moral element.

The Germans' patriotism had been wrong, the Bishop added, because they had set up the State as a graven image and forgotten that greater than the State was humanity, and greater than humanity was God.

NOTES FOR GOLD.

GREAT SHORTAGE OF METALS
IN GERMANY.

In addition to the scarcity of copper and other base metals in Germany, there is another which usually comes into more exclusive category that the Fatherland's authorities are very anxious to collect at the present moment, namely, gold. Very severe measures, I learn, says *The Standard's* Paris correspondent, have been taken to collect all the gold in Germany, and anybody who keeps a gold piece is considered a bad citizen who has doubts of the future of the empire.

A person who has just returned relates the following scene, at which he was present in a country house in Silesia:—One fine day two officers arrived and asked to see the master of the house. The lady advanced and said he was at the front. "Have you any gold here?" asked one of the officers. "Very little." "Here is a requisition order; bring us all the gold money you have." The lady brought about a dozen pieces and received banknotes in return, but the officers laid their heads together, and one of them said: "Considering the size of your property and the number of workmen employed on your land and in your factories, there must be more money than that in the house."

Without any further explanation, assisted by two soldiers who were with them, the officers began searching the furniture. Armed with a hammer, they tapped all the walls to see if there was not some secret hiding place. Probably advised by one of the servants, they soon found in the office of the master of the house a wall which gave out a hollow sound. There was, in fact, a safe there in which £1,000 in gold was found. The officers carried away this sum, paid in notes, and declared that the conduct of the owner would be reported upon.

Similar scenes are being repeated all over the country, and give a better idea of the true situation of the enemy than all the calculations and faked information published.

A Foreign Office communiqué, issued in Paris states that great efforts are being made in Germany to get citizens to bring their gold to the public banks. The *North German Gazette* says business men are making a house-to-house canvass at Guben, near Frankfurt, exchanging bank notes for gold, and forwarding the results of their labours to the Imperial Bank of Germany.

Base metals are equally scarce in Germany, and as one means of supplying these deficiencies the German authorities at Antwerp have taken away the big bronze gates which stood at the entrance of the Central Railway Station, in order to utilise the metal in the manufacture of ammunition.

DEFENCE FROM LIQUOR.
HOW FRANCE WILL BENEFIT
FROM ABSINTHE DECREE.

Writing from Paris, a special corre-

spondent of *The Standard* says:—
It seems paradoxical at the present moment to speak of the blessings of the present war, but amidst all the suffering there are now and again circumstances that rejoice the spirit and augur well for a bright and healthy future. Following the example of Russia in forbidding the sale of vodka, the French Government in August forbade the sale of the national poison, absinth, as a temporary measure, which was so well accepted that the temporary veto has now been made permanent, and a further decree enacts that except under exceptional local conditions no more licences will be granted for the sale of any spirituous liquors. How necessary was this prohibition can be gathered from comparative statistics. In France (in 1910) there were one wine and spirit bar to every 82 inhabitants, as against, for example, 1 to 246 in Germany, 1 to 380 in the United States, 1 to 430 in England, and 1 to 9,000 in Norway and in Canada! In the single Department du Nord in France there were no fewer than 51,814 drinking shops. In the matter of absinth the new decree only converts into the permanent law of the land a measure originally taken for the period of hostilities. It also leads to the definition of "similar drinks," which will henceforth be treated as spirituous liquors, and which is clouded by the addition of water. This at once puts out of the pole all the strong colourless liquors drunk all over Europe—Russian vodka, Levantine raki, Balkan slivovitz, and the rest of potent over-proof vitriol aperitifs. Nothing over 23 degrees will henceforth be tolerated.

COMPACT AND POWERFUL GUILD.

There is a burning question, however, which will certainly soon be brought forward in the privileges of the bouillabaisse du cru, or distillers of raw spirits, of whom there are more than 1,300,000 in France, forming a compact and powerful guild, with ancient rights and privileges, for which they will surely make a fight. For it is useless for them to distil fiery spirit that cannot be sold. Of course, this band is a very considerable electoral, and consequently political, factor, and governments have often been made to feel their influence, and are now very busy of attacking them. From 33,900 distillery plants in 1896, the number had grown to 39,300 in 1911. To suppress the privileges and place all spirit manufacture under Government control, which will not be easy, would call for the average duty on tax of about 0.35 francs a hectolitre to be increased to, for example, the English duty of about £38 10s. Even if the happy result could be obtained of a diminution by 50 per cent. in consumption the Treasury would encash at least £5,000,000 more than it does now. This is such a thorny question, though, that it cannot be raised at a moment like the present. Later, however, the problem, which has been so vigorously taken in hand by the new decrees, will have to be gone into logically and logically solved by a thorough remodelling of the distillery privileges and the duties on alcohol.

Looked at from a broad point of view these decrees are as much a measure of national defence for the future as the operations in the field are a present one. They constitute a declaration of war against the insidious domestic foes, the pests of alcoholism and all its train, tuberculosis, degeneration and diminished natality. A reduction of 50 per cent. in the consumption of cheap spirits would soon make itself felt in an increased birth rate, in a

WAR EFFECTS AT HOME.

IMPRESSIONS IN EDINBURGH AND GLASGOW.

A DEMAND FOR WOMEN WORKERS.

Some people in Edinburgh—a city "poor but proud," says the *Daily News and Leader*—claim that, though in population she is but one-third of Glasgow, yet in accumulated wealth her people, home for home, are as rich as those of her commercial rival Glasgow, insomuch that recent millionaires Lord Provost, denies this, but the point here is that in both cities the great Trustee Savings Banks are putting by money, even in a financial year which, ending in November, included four months of war. In Edinburgh, the growth of deposits, including interest, was about £250,000. In Glasgow, the increase was £217,000, this on a total of more than 12 millions. With 70,000 men at the front, the new accounts were fewer than usual; but withdrawals, save in early August, were also less. It means two things—first, that the people retain confidence in these banks, and, secondly, that they are not living upon their past savings, but upon their present incomes.

In Edinburgh, the best financial authority approves of Mr. Lloyd George's embargo on new issues. But it is hoped that high-class securities, which happen to be now maturing, may be allowed renewal, since this would be no drain on capital, but merely a continuance of investments made years ago. The tone is optimistic. "We can find for the war a thousand millions," was a remark which has been made to me by bankers and others in more than one large city. I am told that Sir George Paish has put the normal savings of the country as high as £400,000,000 a year, which is nearly enough to pay for Great Britain's share in the struggle.

PRINTING TRADE.
In Edinburgh the printing trade employs 12,000 persons. It has been hard hit, and has not recovered. War literature has helped things, and immense numbers of Bibles have been bound up for the soldiers. About 20 per cent. of the whole trade has enlisted, or put in another way, 70 per cent. of the able-bodied males. Government printing helps some of the larger firms, but the general position is not satisfactory.

Both in Edinburgh and in Glasgow the landladies are in difficulties. Students and young men generally have been drafted elsewhere. Billooting, if it could be arranged, would be a blessing, but in Edinburgh, which is a prohibited area, there is not even a Belgian to be had. In Glasgow the Belgians who have obtained work are placed out in lodgings selected and supervised by the local relief workers, which co-ordination helps matters considerably.

In both cities I made inquiries about the shopkeepers. The Edinburgh tradesmen fear the war less than he fears the progress of the co-operative system, with its local membership of about 50,000. Glasgow has had an amazingly good Christmas. Even a jeweller, with a prominent business, confesses that he did better this December than in December, 1913.

WOMEN WORKERS WANTED.
Scotland is, on the whole, without distress. The farmers are favoured by splendid prices, and can find work for any number of casuals. In Fife, however, the mines—dependent on export—have been closed, save for two days a week. But things are now better, and the only result of the depression was a wave of recruiting on the part of men who are precisely suited to trench work. On the Clydebank, the great firm of Singers, with their sewing machines, felt the crisis severely, but even here the average is asserting itself. The price of sugar struck the confectionery trade in Glasgow, and golf balls are no longer in demand, even if there were rubber to put into them. Also dressmaking is slack, for a social as much as an economic reason, since there are few evening dinners and receptions, for which in the ordinary way ladies would require costumes. Yet, despite the circumstances, it is literally a fact that Glasgow is short of women workers.

Referring to history, men's underclothing and shirtmaking, a well-informed lady said to me, "the girls cannot be got." I visited the new municipal workroom for women which has been opened in a lane which Glasgow poetically calls "the Spout Mouth." There I found twenty young girls learning to use power sewing machines, provided by Messrs. Singer. Another six were learning cookery. The girls are carefully selected, and are paid 10s. a week, or 3d. an hour, which is nearly, if not quite, double what a learner would receive in an ordinary way. A hundred machinists could be placed, here and now, with shirtmaking firms. Mechanical knitting women are also needed, which—so strange are the ramifications of industry—brings one to the fish trade.

THE "GUTTER" GIRLS.
The "gutter" girls—which is not a term of reproach, but merely the technical description of the six or seven thousand lassies who "gutter" the fish—are accustomed to follow the fish round from the west of Scotland, right over the highlands, to Yarmouth, where the season ends about Christmas. These girls, and the trade on which they depend, are much troubled by the closing of the North Sea. But, although they are receiving relief, it has to be said that the families, so maintained, are often possessed of balances at the bank. Fishing is on the whole a remunerative business—a harvest without ploughing or sowing, which has only to be reaped. Many of the fishermen, with their complete indifference to danger, are of great service to the Admiralty. They undertake the riskiest tasks with absolute nonchalance.

Well, they are the fastest knitters in the world. They knit as they walk, and when their health fails and they take to bed, they still go on knitting. At the moment a good deal of knitting is needed, and the fish-girls are the people to do it.

Recruiting in Scotland is a phenomenon. In an important Government Office half the men have gone, and others continually ask for leave of absence, urging that people look at them in the streets as if to ask: "What are you still doing here?" Sir George Macrae is colonel of a regiment which he raised in a week. The Heart of Midlothian Football Club raised a company, which is known by its name, and will challenge any other football team on this earth to immediate combat.

WAR AND JAPANESE SILK.

A REVIEW OF THE SITUATION.

At the outbreak of war in Europe there was a prospective world's supply of some 60 million pounds of raw silk (Japan's quota being 27 million) with practically only one open consuming market, viz., the United States, whose consuming power, last season, under exceptionally favourable conditions, was 20 million pounds (Japan's share being 20 million).

Under such circumstances a sharp drop in values was inevitable, and even a return to the 1906 level of July, 1896, appeared not improbable; but it is an axiom of the silk trade that a low level of prices opens up new outlets, and it was hoped that Japan, by keeping open the trade routes of the Pacific, and by grace of low insurance rates, assured by the Japanese Government Insurance Law, would not only hold her own, but might reasonably hope for a large increase in her share of the raw silk exports to America.

How far short of expectations these have fallen may be gathered from a comparison of the exports from the 1st July:—

TO EUROPE (BALES.)			
1913.	1914.	Difference.	
To 31st October ... 27,087	6,876	-20,211	
To 30th November. 34,127	8,574	-25,553	
To 31st December. 30,354	10,698	-19,656	
To 31st January... 44,050	12,147	-31,903	
To 28th February. 46,303	14,118	-32,185	

TO U.S.A. (BALES.)			
1913.	1914.	Difference.	Total.
To Oct. 31. 40,929	55,966	+6,037	14,118
To Nov. 30. 64,656	64,728	+72	25,025
To Dec. 31. 74,473	77,449	+3,076	31,837
To Jan. 31. 92,280	86,470	-5,790	37,693
To Feb. 28. 103,454	92,922	-11,132	43,412

The falling off in exports to Europe can be ascribed to *force majeure*, but the same plea cannot be set up for the figures to America. It was not a mere coincidence that the falling away in November's exports to America synchronises with the Middlemen's October Agreement not to sell *Sinshu* No. 1 below ¥700, nor that the fictitious rise of December-January—fictitious because it was based upon the expectations of Government aid—has brought the total ratio of deficit to America alone up to 17,000 bales, and now that the middlemen have set their seal upon this advance, by an agreement not to sell below the basis of ¥700 for *Sinshu* No. 1, and, to this end, have refused to finance further silk consignments from the interior, it seems opportune to direct attention to the danger to the silk trade of Japan attendant upon this disregard of internal and external trade considerations.

It is argued that ¥700 does not represent a profit of ¥60 per picul upon the previous ¥700 convention, because ¥35 per picul represents accrued interest and charges since October; in other words, it would have been more profitable to the individual dealers to have sold their silk during October-November at ¥675, and vastly more so to the trade at large would have been the resultant relief of ¥11,000,000 to the financial strain.

It is a fallacy to assume that the American manufacturer is so dependent upon Japan that he can be "held up" to any given price, whilst China and Europe are straining every nerve to compete for his trade; high cost labour may be a deterrent to experiments upon other silks, but besides the reduced demands for Japanese there are indications that the American demand is being forced on to other lines; e.g., the Chinese "long reels," formerly considered unusable in America, have in the past three months found their way to the New York market, and trade, once lost, is not easily recaptured.

It is further argued that the carrying of the present stocks of cocoons into the new season will ensure to the reeler a supply of cheap cocoons for 1915-1916; apart from further accumulated interest and charges thereupon, no account is taken of the deterioration in quality, nor of the extreme improbability that many farmers will, in the face of large stocks of old cocoons, expend money and labour upon new rearings just to accommodate the flatteries with a supply of abnormally cheap cocoons.

The Japanese Government has already made large monetary advances, at low rates of interest, in aid of the silk industry, but the rate to the reeler becomes enhanced by the risks assumed by the banks and the middlemen. Much as the silk trade owes to the services and assistance of these last in normal times, it must be recognised that the present situation is quite abnormal, that cocoon stocks represent undeveloped resources to the country at large, while the future of the industry depends upon the welfare of the flatteries, and above all of their experienced labour. Thus if the middlemen, whether from policy or other causes, are unable to finance the reeler, then it is incumbent upon the authorities to find other channels for these Government funds, possibly with some restrictions upon production, particularly of night work with its concomitant evils of "double ends" and other defects.

SPORTING GATES IN THE UNITED STATES.

Interesting figures, compiled with great care by a group of writers and experts upon athletic subjects, show that approximately twenty-five million spectators witnessed amateur and professional sports in the country during the past twelve months. This number is equal to about one-quarter of the total population of the United States, and is indicative of the astonishing hold which athletic events have taken upon the American public. It is estimated that by far the greater part of these twenty-five million represent paid admission. Baseball, the most popular of American sports, is responsible for nine million spectators, the attendance being scattered among the three hundred professional clubs which were active during the past season.

WAR BREVITIES.

The value of the copper which it was attempted to smuggle into Germany and which has been seized by the authorities at Rotterdam amounts to 100,000 guilders.

Harvard University Corporation has appropriated \$20,000 as a fund for the professors of Louvain University who will join the teaching staff of the University next September.

Amongst the rhymes for the times appears this:—

From British Bull, from Gallic Cock,
The Eagle gets so rudo a shock.
He has to cram his journals full
Of stories that are cock and bull.

The British Consul at Hodeidah has been delivered up at the Italian Consulate. The Turkish authorities rendered honours to the Italian flag. The British Consul immediately embarked in an auxiliary cruiser.

When two Austrian aeroplanes flew over the Montenegrin Winter Palace, at Rieka, the King and Queen and the Princesses came out to watch the machines, and were narrowly missed by bullets fired from quickfiring.

Every possible means is employed in Germany to obtain gold coin. In Zehlendorf school teachers promised boys war bread to the value of sixpence for each twenty-mark gold coin produced for change into paper money. Over 2,000 marks in gold were collected by this method.—*Central News.*

The German Colonial Secretary of State, Solf, has pointed out to a correspondent of the Turin paper *Stampa* the gallant defence of the German colonies by the troops formed by the colonists, and severely criticized the destruction of the prestige of the white race by the British attack on the German colonies.

During her voyage from Mexico to Corunna the liner *Champagne*, of the Compagnie Generale Transatlantique, received a wireless message warning the Captain that among the passengers was a German, who had been commissioned to blow up the ship. The German was arrested and placed in irons. In his trunk five dynamite bombs were found.

After a stubborn contest south of La Bazeze Canal on February 1st, in which our men drove the Germans out of their trenches at the point of the bayonet, the troops who had taken part were in such excellent spirits that on being relieved somewhat later they marched back to their billets singing to the accompaniment of mouth-organs and the roar of guns.

The rescue of Assistant Paymaster Francis H. Wakeford from the *L'ormidable* is another instance of the good luck which seems to have favoured the family. Mr. Wakeford's father and brother Charles were among the survivors of the *Empress of Ireland*, wrecked, the third son of Mr. Wakeford, senior, who has just received a commission in the army, escaped unhurt in a recent motor-car smash.

The *Standard's* correspondent in Amsterdam states that the *Berliner Tageblatt*, discussing the sinking of the German cruiser *Gazelle*, states that large, modern, British submarines are in the Baltic, and that three have been at Helsingfors, a seaport town on the Gulf of Finland, for some time. The Great Belt has been thickly strewn with mines, but the submarines have evidently entered the field following close in the wake of the steamships which have a pilot guiding the vessels through the minefields.

A well-known character in a Lancashire town offered his services to his country. "Are you married?" asked the recruiting officer.

"Yes," was the reply.

"How many children have you?"

"Nine!"

The recruiting officer stared open-mouthed for a minute, and then with ideas of allowances in his mind exclaimed, "Take your hook out of this! We can get field marshals at that price!"

Recently, the lifeboat at Schiermonnikoog (Holland) answered distress signals from a German water-aeroplane, which was stranded on a sandbank. The airman wished their rescuers to promise not to intern them, but this proposal was refused, whereupon the airman decided to wait where they were on the chance of being rescued by a torpedo boat. They clung to their plane for five hours, and a rising storm then compelled them to again signal the lifeboat. It was too late to rescue them by this time, and the crew of the waterplane lost their lives.

Amid a host of military regulations issued by local German commanders in the neighbourhood of Alsace, appears in one proclamation the following paragraph:—"Anyone who shall use in the street French words such as 'adieu,' who shall play the 'clarinette'; anyone who shall wear clothes of a French cut, who shall write German in French characters; anyone who within twenty-four hours shall fail to remove French inscriptions from the tomb, shall be immediately arrested and taken before a council of war."

A semi-official Paris report states that a French airman and a machine gunner chased a Taube. After a few minutes' firing the Taube fell in flames, its wings torn to ribbons. The Frenchmen then attacked two other aeroplanes. The first shot struck one, and the Frenchman bore down upon it vertically, firing incessantly. Suddenly the German machine fell like a stone. The Frenchman next rose 1,500 metres and engaged the third aeroplane. The latter replied with automatic rifle fire, but began to fall after a minute with the left wing tilted. The Frenchman voluted, firing continually, and the German was dashed to the ground. Although bombarded with shells, the Frenchmen returned to the French lines safely.

SHIPPING IN PORT.

STEAMERS.

CHIAN MARU, Japanese str., 1,000, Maki, 16th March—Kinkon Bay 13th March, Salt—Osaka Shosen Kaisha.

CHONGSHING, British str., 1,239, Liddell, 13th March—Tientsin 6th March, General—Jardine, Matheson & Co.

CHICAGO MARU, Japanese str., 3,637, K. Hori, 11th March—Manila 9th March, General—Osaka Shosen Kaisha.

DAIJIN MARU, Japanese str., 900, K. Mura-kami, 17th March—Sawato 16th March, General—Osaka Shosen Kaisha.

DRUPAR, Norwegian str., 1,102, J. Bing, 16th March—Siam 15th March, General—China-Siam S. N. Co.

FEICHING, Chinese str., 679, A. E. Buro, 16th March—Shanghai 13th March, General—Chinese.

FOOSHING, British str., 1,423, W. D. Welsh, 15th March—Singapore 8th March, General—Jardine, Matheson & Co.

FUKU MARU, Japanese str., 3,087, 15th March—Miki 9th March, Coal—Mitsui Bussan Kaisha.

HAIKUN, British str., 841, A. H. Stewart, 17th March—Sawato 16th March, General—Douglas Lapraik & Co.

HAIYANG, British str., 1,363, A. E. Hodgins, 17th March—Sawato 16th March, General—Douglas Lapraik & Co.

HANOI, French str., 843, Ch. Le Chevalier, 16th March—Haiphong 14th March, General—A. R. Marly.

HONGKONG, French str., 742, Marquerite, 14th March—Hoioh 13th March, General—A. R. Marly.

HUNAN, British str., 1,143, H. Hobb, 13th March—Bangkok 9th March, Rice—Butterfield & Swire.

HUPH, British str., 1,205, C. P. Cole, 17th March—Bangkok 9th March, Rice—Butterfield & Swire.

ITOLA, British str., 3,402, Butler, 15th March—Saigon 9th March, General—David Sassoon & Co.

KAMOR, Norwegian str., 949, Faltnen, 11th March—Hongay 9th March, Coal—Chinese.

KASU, British str., 1,628, Monkman, 12th March—Sawato 11th March, Ballast—Butterfield & Swire.

KEISO MARU, Japanese str., 1,184, D. Imadsumi, 9th March—Mojji 2nd March, General—Order.

KEKON MARU, Japanese str., 2,091, S. Sasaki, 9th March—Mojji 3rd March, Coal—Mitsui Bussan Kaisha.

KIANG PING, Chinese str., 1,222, U. Udden, 14th March—Chinkiang 8th March, General—Chinese.

LIAN, British str., 1,316, 15th March—Shanghai 12th March, General—Butterfield & Swire.

MAUSANG, British str., 1,644, Matthews, 16th March—Saadkan 9th March, Timber—Jardine, Matheson & Co.

MINNESOTA, American str., 13,323, Garlick, 11th March—Seattle 6th February, General—Nippon Yusen Kaisha.

NODIA, British str., 3,697, A. B. Garwood, 11th March—Bombay 22nd February, General—P. & O. S. N. Co.

PHUENPHU, British str., 1,035, W. C. Bird, 12th March—Saigon 7th March, Rice and General—Order.

SUMATRA, Swedish str., 3,371, A. C. Nord-feld, 14th March—Mojji 9th March, Beans—Swedish Trading Co.

TIENSIN, British str., 1,227, John Cogan, 8th March—Shanghai 5th March, General—Butterfield & Swire.

TOYO MARU, Japanese str., 2,204, Nakamura, 11th March—Mororan 28th February, Coal—Mitsui Bussan Kaisha.

TUNGSHING, British str., 1,173, Hussey, 16th March—Hongay 13th March, Coal—Jardine, Matheson & Co.

UMI MARU, Japanese str., 1,507, 15th March—Mojji 9th March, Coal—Osaka Shosen Kaisha.

WADA MARU, Japanese str., 1,195, Hsai, 15th March—Miki 9th March, Coal—Mitsui Bussan Kaisha.

YAWATA MARU, Japanese str., 2,954, 16th March—Miki 10th March, Coal—Mitsui Bussan Kaisha.

YUENSANG, British str., 1,123, P. H. Rolfe, 16th March—Manila 13th March, General—Jardine, Matheson & Co.

FORTHCOMING EVENTS.

TO-DAY.

4 p.m.—An Opera at the French Convent.

TO-MORROW.

4 p.m.—An Opera at the French Convent.

Monday, 22nd March—

4 p.m.—Hongkong General Chamber of Commerce Meeting of Foreign Importers at the Secretary's Office.

Tuesday, 23rd March—

Noon—China Sugar Refining Co., Ltd., Meeting of Shareholders.

12.15 p.m.—Lazoo Sugar Refining Co., Ltd., Meeting of Shareholders.

Wednesday, 24th March—

11 a.m.—Hongkong Club Twenty-Seventh Half-Yearly Drawing of 65 Debentures in the Club House.

Thursday, 25th March—

Noon—China Fire Insurance Co., Ltd., Meeting of Shareholders.

Wednesday, 31st March—

11 a.m.—Hongkong and Whampoa Dock Co., Ltd., Meeting of Shareholders.

Noon—Hongkong Rope Manufacturing Co., Ltd., Meeting of Shareholders.

Tuesday, 30th April—

Noon—Tosagoro Rubber Co., Ltd., General Meeting at the Office of Messrs. Lowe, Bingham & Matthews.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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MARSEILLES & LONDON ...	"CITY OF CORINTH" ...	On 24th March.
"	"KALOMO" ...	On 10th May.
"	"CITY OF NEWCASTLE" ...	On 20th May.

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Hongkong, 13th March, 1915.

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Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DEFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address:—"TAIKOO DOCK."

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORIE Capt. D. Asbury	D'light 20th Mar.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 25th Mar.	Freight and Passage.
LONDON via USUAL PORTS of CALL	NUBIA Capt. A. B. Garwood, R.N.R.	Noon 26th Mar.	See Special Advertisement.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collier	10 A.M. 31st Mar.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 18th March, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI, CHEFOO and NEWCHANG	HUNAN	On 19th Mar., Noon.
PAKHAI and HAIPHONG	KAIFONG	On 20th Mar., 11 A.M.
SHANGHAI	LIANGCHOW	On 21st Mar., D'light.
TIENSIN	HUICHOW	On 22nd Mar., Noon.
MANILA, CEBU and LOLO	TEAN	On 23rd Mar., 4 P.M.
SHANGHAI	KANGHUA	On 24th Mar., 4 P.M.
MANILA, CEBU and LOLO	CHINHUA	On 25th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANGHUA," "LIANGCHOW," "LUOHOW" and "YINGQUEOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 19th March, 1915. TELEPHONE 36. AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCARLIE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA" 5,257 tons. Capt. Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 19th March.

S.S. "SANGOLA" 5,194 tons. Captain Milne, R.N.R. will be despatched for SHANGHAI, VLADIVOSTOK, KOBE and MOJI on 30th March.

S.S. "UMARIA" 5,517 tons. Capt. Elton will be despatched for YOKOHAMA, KOBE and MIKE on 30th March.

WESTWARD

S.S. "ITOLA" 5,257 tons. Captain Butler, will be despatched for SINGAPORE, PENANG, and CALCUTTA on 20th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 18th March, 1915. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYUN"	Capt. A. H. Stewart	FRIDAY, 19th Mar., at 1 P.M.
"HAIYUNG"	Capt. W. C. Pessmore	TUESDAY, 23rd Mar., at 1 P.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 26th Mar., at 1 P.M.

FOR SAIGON AND RETURN.

"HAIYANG" ... Capt. A. E. Hodgins ... FRIDAY, 19th Mar., at Noon.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 18th March 1915

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	30th March	On 24th Apr., 11 A.M.
EASTERN	22nd April	On 18th May, 11 A.M.
ALDENHAM	30th April	On 21st May, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Room has Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

CHIYO MARU 22,000—21 knots ... THURS., 25th Mar.

TENYO MARU 22,000—21 knots ... TUES., 18th April.

NIPPON MARU ... 11,000—18 knots ... TUESDAY, 27th April.

SHINYO MARU 22,000—21 knots ... TUES., 11th May.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

MANZANILLO, SALINA CRUZ, PANAMA, CALLAO.

LIQUE and VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed. Sails

SEIYO MARU ... 14,000—15 knots ... Tuesday, 11th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,

King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND

YOKOHAMA ... ERNEST SIMONS ... On 22nd March, at 5 P.M.

HOMEWARD

MARSEILLES via PORTS ... ATLANTIQUE ... On 20th March, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer Captain Leaving

"CHICAGO MARU" ... K. Hori ... SATURDAY, 20th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Pearls.

FOR BOMBAY VIA SINGAPORE, AND COLOMBO.

Steamer Captain Leaving

"LUZON MARU" ... T. Miyata ... TUESDAY, 23rd Mar., at 10 A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer Captain Leaving

"KAJO MARU" ... Y. Yamamoto ... SUNDAY, 21st Mar., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIJIN MARU" ... K. Murakami ... SUNDAY, 21st Mar., at Noon.

"DAIGI MARU" ... S. Tokushige ... SUNDAY, 28th Mar., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"SOSHU MARU" ... K. Hattori ... SUNDAY, 4th April, at 10 A.M.

FOR HAIPHONG (DIRECT).

S.S. "KEIJO MARU," CAPT. IMAIZUMI,

LEAVING ON FRIDAY, 26th MARCH, at 10 A.M.

These Steamers of Coast and Forenoon Lines have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU Capt. Murai	30,000	(THURSDAY, 25th March, at Noon.
	ATSUTA MARU Capt. S. Yoshikawa	16,000	(SATURDAY, 10th April, at Noon.
VICTORIA, H.O., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AKI-MARU Capt. Noma	12,500	(TUESDAY, 23rd March, at Noon.
	TAMBA MARU Capt. Nagasawa	12,500	(TUESDAY, 6th April, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takeda	9,600	(FRIDAY, 18th April, at 4 P.M.
	HITACHI MARU Capt. Tomioka	13,500	(MONDAY, 17th May, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	TOSA MARU Capt. Takano	12,000	(WEDNESDAY, 24th March.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. H. Nomura	11,500	(TUESDAY, 23rd March.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. ...	10,000	(FRIDAY, 19th March.
SHANGHAI and KOBE			
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. T. Sato	9,600	(FRIDAY, 16th April, at 10 A.M.
SHANGHAI and KOBE	YASAKI MARU Capt. Yamawaki	20,000	(TUESDAY, 23rd March.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

Steamer	Displacement	Leave Hongkong
SUWA MARU	30,000	Thurs., 25th Mar.
ATSUTA	16,000	Satur., 10th Apr.
YASAKI	25,000	Thurs., 22nd Apr.
MIYASAKI	16,000	Thurs., 6th May.
KITANO	16,000	Thurs., 20th May.
FUSHIMI	25,000	Thurs., 3rd June.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
AKI MARU	12,500	Tues., 23rd Mar.
TAMBA	12,500	Thurs., 6th Apr.
YOKOHAMA	12,500	Thurs., 15th Apr.
SADO	12,500	Tues., 4th May.
AWA	18,500	Thurs., 18th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to	Leave	Leave	Connecting Steamer from	Due at	Due at
YOKOHAMA	COLOMBO.	HAI KONG.	MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
Mar. 15	NUBIA ... Mar. 22	Mar. 26	MONGOLIA ... Apr. 24	Apr. 24	Apr. 30
Apr. 12	ORIENTAL ... Apr. 6	Apr. 10	MALWA ... May 8	May 8	May 14
Apr. 26	MALTA ... Apr. 19	Apr. 23	MOREA ... May 22	May 22	May 28
May 10	SARDINIA ... May 3	May 7	MALOJA ... June 5	June 5	June 11
	NUBIA ... May 17	May 21	MOLDUTAN ... June 19	June 19	June 25
	ORIENTAL ... June 13	June 5	MOLDAVIA ... July 4	July 4	July 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	265	297
"B" " " " "	259	289
2nd Saloon "A" " " " "	244	266
"B" " " " "	240	260
1st Saloon "A" Accommodation Single	261	291
"B" " " " "	255	283
2nd Saloon "A" " " " "	242	263
"B" " " " "	238	257

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	YAMA	SHANGHAI	H'KONG	S'PORE	M'SILLES	LONDON
	about	about	about	about	about	about
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 13
NORIE	Apr. 12	Apr. 23	Apr. 29	May 5	June 2	June 11
NELLORE	Apr. 26	May 7	May 12	May 18	June 17	June 26
NOVAEA	May 10	May 21	May 26	June 2	July 2	July 11

